# SOUTHERN PACIFIC COMPANY

PACIFIC LINES

# TIME TABLE

FOR THE

# TUCSON DIVISION

# 101

To Take Effect Sunday, May 3, 1931, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
*General Manager.*

R. L. RUBY,
*Superintendent of Transportation.*

A. E. SWEET,
*Assistant General Manager.*

WM. WILSON,
*Superintendent.*

# WELLTON SUBDIVISION

## EASTWARD

| Capacity of sidings in car lengths | SECOND CLASS | | | | | | | FIRST CLASS | | | | Distance from San Francisco | | Time Table No. 101<br>May 3, 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 416 | 414 | 432 | 412 | 436 | 424 | 410 | 12 | 102 | 4 | 104 | | | | |
| | Freight | Freight | Freight | Freight | Local Freight | Local Freight | Freight | Apache | Sunset | Golden State | Argonaut | | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Mon. Wed. Fri. | Leave Mon. Wed. Fri. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | STATIONS | |
| Yard BKWOTYP | 9.00PM | 3.15PM | 2.00PM | 9.10AM | 6.00AM | 5.30AM | 3.25AM | 8.30PM | 6.00PM | 3.10AM | 1.40AM | 732.7 | | TO-R YUMA<br>4.8 | D.T. |
| 258 P | 9.15 | 3.30 | 2.15 | 9.25 | 6.15 | 5.45 | 3.40 | 8.40 | 6.10 | 3.20 | 1.50 | 737.5 | | EAST YARD<br>2.6 | |
| 67 P | 9.20 | 3.35 | 2.20 | 9.30 | 6.25 | 5.50 | 3.45 | f 8.44 | 6.13 | 3.23 | 1.58 | 740.1 | | ARABY<br>3.6 | |
| 72 P | 9.26 | 3.41 | 2.30 | 9.36 | 6.35 | 5.56 | 3.51 | 8.48 | 6.17 | 3.27 | 2.03 | 743.7 | | FORTUNA<br>2.9 | |
| 67 P | 9.31 | 3.46 | 2.40 | 9.41 | 6.45 | 6.01 | 3.56 | f 8.52 | 6.21 | 3.31 | 2.10 | 746.6 | | BLAISDELL<br>6.9 | |
| 93 Middle P | 9.46 | 4.01 | 2.55 | 9.56 | 7.00 | 6.16 | 4.11 | f 9.04 | 6.33 | 3.43 | 2.22 | 753.5 | | TO DOME<br>1.7 | D.T. |
| 84 Spur P | | | | | | | | f | | | | 755.2 | | GRANITE SPUR<br>5.0 | |
| 70 Middle P | 10.00 | 4.15 | 3.10 | 10.10 | 7.15 | 6.30 | 4.25 | f 9.14 | 6.43 | 3.53 | 2.32 | 760.2 | | LIGURTA<br>7.0 | |
| 11 Spur | | | | | | | | | | | | 767.2 | | ADONDE<br>2.8 | |
| 72 WIP | 10.25PM | 4.40PM | 3.35 | 10.35AM | 7.45 | 7.00AM | 4.50AM | s 9.28PM | 6.55 | 4.05 | f 2.45 | 770.0 | | TO WELLTON<br>5.7 | |
| 78 P | | | 3.47 | | 8.00 | | | | 7.05 | 4.15 | f 2.55 | 775.7 | | MING<br>2.0 | |
| 8 Spur | | | | | | | | | | | f | 777.7 | | YANO<br>3.2 | |
| 79 P | | | 3.57 | | 8.30 | | | | 7.11 | 4.21 | f 3.02 | 780.9 | | ROLL<br>7.4 | |
| 34 Spur P | | | | | | | | | | | f | 788.3 | | TYSON<br>4.9 | |
| 79 P | | | 4.22 | | 9.08 | | | | 7.25 | 4.35 | f 3.16 | 793.2 | | GROWLER<br>5.1 | |
| | | | | | | | | | | | | 798.3 | | BURGER<br>4.2 | |
| 81 P | | | 4.45 | | 9.40 | | | | 7.35 | 4.45 | f 3.27 | 802.5 | | KOFA<br>5.2 | |
| 50 Spur P | | | | | | | | | | | | 807.7 | | CLANTON<br>5.0 | |
| 79 P | | | 5.05 | | 10.00 | | | | 7.47 | 4.57 | f 3.39 | 812.7 | | HORN<br>5.0 | |
| 48 Spur P | | | | | | | | | | | | 817.7 | | ATHEL<br>4.6 | |
| 80 WOP | | | 5.35 | | 10.30 | | | | 7.59 | 5.10 | f 3.51 | 822.3 | | TO HYDER<br>4.7 | |
| 50 Spur P | | | | | | | | | | | | 827.0 | | CAMEL<br>4.1 | |
| 78 P | | | 5.55 | | 10.50 | | | | 8.10 | 5.21 | f 4.02 | 831.1 | A. B. S. | MONTEZUMA<br>5.7 | |
| 78 P | | | 6.05 | | 11.00 | | | | 8.17 | 5.28 | f 4.09 | 836.8 | | PAPAGO<br>4.3 | |
| 81 WP | | | 6.15 | | 11.20AM | | | | 8.22 | 5.33 | f 4.15 | 841.1 | | TO SADDLE<br>8.3 | |
| 79 P | | | 7.50 | | 1.00PM | | | | 8.36 | 5.48 | f 4.30 | 849.4 | | HARQUA<br>1.6 | |
| 78 P | | | 8.00 | | 1.05 | | | | 8.38 | 5.50 | f 4.32 | 851.0 | | GILLESPIE<br>5.0 | |
| 42 Spur P | | | 8.10 | | 1.15 | | | | 8.43 | 5.55 | f 4.37 | 856.0 | | CRAG<br>5.3 | |
| 81 WP | | | 8.25 | | 1.30 | | | | 8.49 | 6.01 | f 4.44 | 861.3 | | ARLINGTON<br>4.4 | |
| 78 P | | | 8.35 | | 1.40 | | | | 8.54 | 6.06 | f 4.49 | 865.7 | | DIXIE<br>1.9 | |
| 12 Spur YP | | | | | | | | | | | f | 867.6 | | HASSAYAMPA<br>2.6 | |
| 6 Spur | | | | | | | | | | | f | 870.2 | | PALO VERDE<br>1.3 | |
| 78 P | | | 8.50 | | 1.55 | | | | 9.02 | 6.14 | f 4.57 | 871.5 | | CONGER<br>4.2 | |
| 81 WP | | | 9.15 | | 2.10 | | | | 9.15 | 6.30 | s 5.11 | 875.7 | | TO BUCKEYE<br>6.0 | |
| 78 P | | | 9.30 | | 2.25 | | | | 9.25 | 6.40 | f 5.19 | 881.7 | | LIBERTY<br>3.2 | |
| 2 Spur P | | | | | | | | | | | f | 884.9 | | NORTON<br>4.8 | |
| 79 YP | | | 9.45 | | 2.40 | | | | 9.35 | 6.49 | f 5.29 | 889.7 | | LITCHFIELD<br>3.3 | |
| 97 P | | | 9.52 | | 2.50 | | | | 9.39 | 6.54 | f 5.33 | 893.0 | | CASHION<br>1.9 | |
| 53 P | | | 9.57 | | 2.55 | | | | 9.42 | 6.57 | f 5.36 | 894.9 | | COWDEN<br>0.8 | |
| 8 Spur | | | | | | | | | | | f | 895.7 | | TOLLESON<br>0.6 | |
| 65 P | | | | | | | | | | | f | 896.3 | | JEAN<br>1.8 | |
| 77 P | | | 10.05 | | 3.05 | | | | 9.48 | 7.03 | f 5.43 | 898.1 | | FOWLER<br>3.9 | |
| 57 P | | | 10.13 | | 3.15 | | | | 9.53 | 7.08 | f 5.48 | 902.0 | | CAMPO<br>2.0 | |
| 80 P | | | 10.20 | | 3.25 | | | | 9.57 | 7.12 | 5.52 | 904.0 | | 23rd AVE PHOENIX<br>1.5 | |
| | | | | | | | | | | | | 905.5 | | CROSSING—AT&SF WYE<br>0.5 | |
| Yard BKP | | | | | | | | | s 10.05PM | s 7.20AM | s 6.00AM | 906.0 | | R PHOENIX<br>1.0 | D.T. |
| Yard BKWFTYP | | | 10.35PM | | 3.45PM | | | | | | | 907.0 | | TO-R PHOENIX YARD | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon. Wed Fri | Arrive Mon. Wed. Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (174.3) | |
| | (1.25)<br>26.33 | (1.25)<br>26.33 | (8.35)<br>20.31 | (1.25)<br>26.33 | (9.45)<br>17.88 | (1.30)<br>24.87 | (1.25)<br>26.33 | (0.58)<br>38.59 | (4.05)<br>42.44 | (4.10)<br>41.59 | (4.20)<br>39.99 | | | ..........Time over district..........<br>....... Average speed per hour....... | |

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

| Train | At | To (or beyond) |
|---|---|---|
| 4 | Any Station | El Paso |
| 102 | Any Station | El Paso |

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

| Train | At | From (or beyond) |
|---|---|---|
| 102 | Buckeye | California points |

**RULES 72 and 73.** Second class and extra trains may run ahead of first class trains Phoenix to Phoenix Yard.

# WELLTON SUBDIVISION

## WESTWARD

Time Table No. 101

May 3, 1931

| | | STATIONS | | | Distance from Phoenix | FIRST CLASS | | | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **101**<br>Sunset | **3**<br>Golden State | **103**<br>Argonaut | **11**<br>Apache | **423**<br>Local Freight | **435**<br>Local Freight | **431**<br>Freight |
| | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues. Thur. Sat. | Arrive Tues. Thur. Sat. | Arrive Daily |
| A. B. S. | TO-R | YUMA | 4.8 | D.T. | 174.3 | s 10.40 AM | s 12.50 AM | s 2.15 AM | s 2.40 AM | 11.55 AM | 3.00 PM | 12.25 AM |
| | | EAST YARD | 2.6 | | 169.5 | 10.30 | 12.40 | 2.05 | 2.30 | 11.40 | 2.45 | 12.10 |
| | | ARABY | 3.6 | | 166.9 | 10.25 | 12.35 | f **1.58** | 2.25 | 11.35 | 2.40 | 12.05 AM |
| | | FORTUNA | 2.9 | | 163.3 | 10.19 | 12.29 | 1.54 | 2.18 | 11.25 | **2.30** | 11.55 PM |
| | | BLAISDELL | 6.9 | | 160.4 | 10.15 | 12.25 | f 1.50 | **2.10** | 11.15 | 2.15 | 11.45 |
| | TO | DOME | 1.7 | D.T. | 153.5 | 10.03 | 12.13 | f 1.38 | 1.58 | 11.00 | 2.00 | 11.30 |
| | | GRANITE SPUR | 5.0 | | 151.8 | | | f | | | | |
| | | LIGURTA | 7.0 | | 146.8 | 9.53 | 12.03 AM | f 1.28 | 1.48 | 10.40 | 1.20 | 11.15 |
| | | ADONDE | 2.8 | | 139.8 | | | | | | | |
| | TO | WELLTON | 5.7 | | 137.0 | 9.40 | f 11.50 PM | 1.15 AM | 1.35 | 10.20 AM | 1.00 | 10.55 |
| | | MING | 2.0 | | 131.3 | 9.30 | f 11.40 | | 1.25 | | 12.30 | 10.35 |
| | | YANO | 3.2 | | 129.3 | | f | | | | | |
| | | ROLL | 7.4 | | 126.1 | 9.23 | f 11.33 | | 1.19 | | 12.20 PM | 10.25 |
| | | TYSON | 4.9 | | 118.7 | | f | | | | | |
| | | GROWLER | 5.1 | | 113.8 | **9.08** | f 11.18 | | 1.05 | | 11.55 AM | 10.05 |
| | | BURGER | 4.2 | | 108.7 | | | | | | | |
| | | KOFA | 5.2 | | 104.5 | 8.57 | f 11.06 | | 12.55 | | 11.35 | 9.45 |
| | | CLANTON | 5.0 | | 99.3 | | | | | | | |
| | | HORN | 5.0 | | 94.3 | 8.45 | f 10.53 | | 12.44 | | 11.10 | 9.25 |
| | | ATHEL | 4.6 | | 89.3 | | | | | | | |
| | TO | HYDER | 4.7 | | 84.7 | 8.34 | s 10.40 | | 12.34 | | 10.45 | 9.05 |
| | | CAMEL | 4.1 | | 80.0 | | | | | | | |
| | | MONTEZUMA | 5.7 | | 75.9 | 8.23 | f 10.28 | | 12.24 | | 10.15 | 8.45 |
| | | PAPAGO | 4.3 | | 70.2 | 8.16 | f 10.21 | | 12.18 | | 10.00 | 8.35 |
| | TO | SADDLE | 8.3 | | 65.9 | 8.10 | f 10.15 | | 12.13 | | 9.50 | **8.22** |
| | | HARQUA | 1.6 | | 57.6 | 7.58 | f 10.00 | | 12.01 AM | | 9.25 | **7.50** |
| | | GILLESPIE | 5.0 | | 56.0 | 7.55 | f 9.56 | | 11.59 PM | | 9.15 | 7.33 |
| | | CRAG | 5.3 | | 51.0 | 7.49 | f 9.49 | | 11.54 | | 9.05 | 7.22 |
| | | ARLINGTON | 4.4 | | 45.7 | 7.43 | f 9.42 | | 11.48 | | 8.50 | 7.10 |
| | | DIXIE | 1.9 | | 41.3 | 7.37 | f 9.35 | | 11.43 | | 8.30 | 6.58 |
| | | HASSAYAMPA | 2.6 | | 39.4 | | f | | | | | |
| | | PALO VERDE | 1.3 | | 36.8 | | f | | | | | |
| | | CONGER | 4.2 | | 35.5 | 7.30 | f 9.27 | | 11.37 | | 8.10 | 6.48 |
| | TO | BUCKEYE | 6.0 | | 31.3 | 7.22 | s **9.15** | | 11.29 | | 8.00 | 6.40 |
| | | LIBERTY | 3.2 | | 25.3 | 7.12 | f 8.55 | | 11.18 | | 7.45 | 6.28 |
| | | NORTON | 4.8 | | 22.1 | | f | | | | | |
| | | LITCHFIELD | 3.3 | | 17.3 | 7.01 | f 8.45 | | 11.09 | | 7.30 | 6.15 |
| | | CASHION | 1.9 | | 14.0 | **6.54** | f 8.39 | | 11.04 | | 7.20 | 6.09 |
| | | COWDEN | 0.8 | | 12.1 | 6.48 | f 8.36 | | 11.01 | | 7.15 | 6.05 |
| | | TOLLESON | 0.6 | | 11.3 | | f | | | | | |
| | | JEAN | 1.8 | | 10.7 | | f | | | | | |
| | | FOWLER | 3.9 | | 8.9 | 6.42 | f 8.30 | | 10.56 | | **7.03** | 5.58 |
| | | CAMPO | 2.0 | | 5.0 | 6.37 | f 8.25 | | 10.52 | | 6.50 | 5.50 |
| | | 23rd AVE. PHOENIX | 1.5 | | 3.0 | 6.33 | 8.22 | | 10.48 | | 6.45 | 5.45 |
| | | CROSSING—AT&SF WYE | 0.5 | | 1.5 | | | | | | | |
| | R | PHOENIX | 1.0 | D.T. | 1.0 | 6.25 AM | 8.15 PM | | 10.40 PM | | | |
| | TO-R | PHOENIX YARD | | | 0.0 | | | | | | 6.30 AM | 5.30 PM |
| | | (174.3) | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tues. Thur. Sat. | Leave Tues. Thur. Sat. | Leave Daily |
| | | Time over district | | | | (4.15) | (4.35) | (1.00) | (4.00) | (1.35) | (8.30) | (6.55) |
| | | Average speed per hour | | | | 40.78 | 37.81 | 37.30 | 43.33 | 23.56 | 20.51 | 25.20 |

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

| Train | At | To (or beyond) |
|---|---|---|
| 101 | Buckeye | California points |

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

| Train | At | From (or beyond) |
|---|---|---|
| 101 | Any Station | El Paso |
| 11 | Any Station | Tempe |
| 3 | Any Station | Ming |

# PICACHO SUBDIVISION

## EASTWARD

| Capacity of sidings in car lengths | SECOND CLASS | | | | | | | | FIRST CLASS | | | | | | Distance from San Francisco | | Time Table No. 101<br>May 3, 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **416**<br>Freight | **434**<br>Freight | **414**<br>Freight | **412**<br>Freight | **422**<br>Local Freight | **128**<br>Local Freight | **438**<br>Local Freight | **410**<br>Freight | **12**<br>Apache | **102**<br>Sunset | **108**<br>Tucson Motor | **36**<br>Winkelman Motor | **4**<br>Golden State | **104**<br>Argonaut | | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tues. Thur. Sat. | Leave Mon. Wed. Fri. | Leave Tues. Thurs. Sat. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Lv Daily Ex. Sunday | Leave Daily | Leave Daily | | | **STATIONS** | |
| Yard BKP | | | | | | | | | | 10.15PM | 6.00PM | 7.55AM | 7.45AM | 6.15AM | 906.0 | R | PHOENIX<br>1.0 | D. T. |
| Yard BKWFTYP | | 5.30PM | | | | 7.00AM | 5.15AM | | | 10.22 | 6.07 | 8.02 | 7.52 | 6.22 | 907.0 | TO-R | PHOENIX YARD<br>4.1 | |
| 19 Spur P | | 5.45 | | | | 7.10 | 5.30 | | | 10.29 | 6.14 | 8.09 | 7.59 | 6.29 | 911.1 | | KENDALL<br>0.7 | |
| 11 Spur P | | | | | | | | | | | f | f | | | 911.8 | | CACTUS<br>2.6 | |
| 87 WYP | | 6.00 | | | | 7.25 | **5.51** | | | **10.35** | s 6.22 | s8.19 | 8.05 | s6.35 | 914.4 | TO | TEMPE<br>0.9 | |
| P | | 6.05 | | | | 7.30 | 6.00 | | | 10.38 | 6.29PM | 8.22 | 8.08 | 6.38 | 915.3 | | TEMPE JCT.<br>1.8 | |
| 8 Spur P | | 6.10 | | | | 7.35 | 6.10 | | | 10.41 | | 8.25 | 8.11 | 6.41 | 917.1 | | NORMAL JCT.<br>1.3 | |
| 5 Spur | | | | | | | | | | | | | | | 918.4 | | FRANKENBURG<br>0.2 | |
| 63 Spur | | | | | | | | | | | | | | | 918.6 | | TEMPE PUMPING PLANT<br>3.2 | |
| Yard WYP | | 6.30 | | | | 8.00 | 6.30 | | | 10.49 | | s8.37 | 8.19 | s6.50 | 921.8 | TO | MESA<br>1.8 | |
| 79 P | | 6.37 | | | | 8.10AM | 6.35 | | | 10.52 | | 8.45AM | 8.22 | 6.53 | 923.6 | | McQUEEN<br>1.8 | |
| 22 P | | 6.42 | | | | | 6.40 | | | | | | | f | 925.4 | | TREMAINE<br>0.7 | |
| 40 P | | 6.47 | | | | | 6.45 | | | 10.56 | | | 8.26 | f6.57 | 926.1 | | FALFA<br>3.2 | |
| 76 P | | **7.02** | | | | | **7.05** | | | 11.02 | Via Maricopa | | 8.32 | s **7.05** | 929.3 | TO | CHANDLER<br>1.7 | |
| P | | 7.07 | | | | | 7.15 | | | 11.05 | | | 8.35 | 7.08 | 931.0 | | POZO JCT.<br>3.3 | |
| 81 P | | 7.15 | | | | | 7.25 | | | 11.09 | | | 8.39 | f7.13 | 934.3 | | SERAPE<br>4.7 | |
| 71 P | | 7.25 | | | | | 7.35 | | | 11.14 | | | 8.44 | f7.18 | 939.0 | | SANTAN<br>4.2 | |
| 72 P | | 7.35 | | | | | 7.45 | | | 11.19 | | | 8.49 | f7.23 | 943.2 | | DOCK<br>4.9 | |
| 34 P | | 7.45 | | | | | 7.55 | | | 11.25 | | | 8.55 | f7.30 | 948.1 | | OLBERG<br>5.1 | |
| 79 P | | **7.55** | | | | | 8.05 | | | 11.31 | | | 9.01 | f7.36 | 953.2 | | BLACKWATER<br>5.0 | |
| 81 YP | | 8.10 | | | | | 8.15 | | | 11.37 | | | 9.07 | f7.42 | 958.2 | | POSTON<br>3.8 | A. B. S. |
| 80 WP | | **8.43** | | | | | 8.40 | | | 11.46 | | | 9.17 | s7.52 | 962.0 | TO | COOLIDGE<br>4.4 | |
| 34 P | | 9.05 | | | | | 9.00 | | | 11.52 | | | 9.23 | f7.58 | 966.4 | | RANDOLPH<br>5.0 | |
| 72 P | | 9.25 | | | | | **9.29** | | | 11.58PM | | | **9.29** | f8.05 | 971.4 | | TOPAZ<br>4.0 | |
| 4 Spur P | | | | | | | | | | | | | | f | 975.4 | | PEAK<br>5.2 | |
| 102 WOYP | 10.00PM | 9.50 | 4.10PM | 10.50AM | 10.20AM | | 9.50 | 4.40AM | 2.10AM | 12.10AM | 8.18PM | | 9.41 | f8.17 | 980.6<br>937.5 | TO | PICACHO<br>3.2 | |
| 73 P | 10.25 | 10.15 | 4.35 | 11.18 | 10.45 | | 10.15 | 5.08 | 2.17 | 12.16 | f 8.26 | | 9.47 | 8.24 | 940.7 | | OCATILLA<br>3.5 | |
| 94 P | 10.37 | 10.28 | 4.48 | 11.30 | 11.00 | | 10.28 | 5.20 | f 2.23 | 12.21 | f 8.33 | | 9.52 | 8.30 | 944.2 | | WYMOLA<br>3.7 | |
| 73 P | 10.49 | 10.40 | 5.00 | **11.40** | 11.15 | | 10.40 | 5.30 | 2.28 | 12.26 | f 8.40 | | 9.57 | 8.35 | 947.9 | | MONTROSE<br>3.5 | |
| N69<br>S67 WP | 11.00 | 10.50 | 5.15 | 11.50 | **11.30** | | 10.50 | 5.40 | f 2.34 | 12.31 | f 8.46 | | 10.02 | f**8.40** | 951.4 | TO | RED ROCK<br>2.9 | |
| 72 P | 11.08 | 10.58 | 5.22 | 11.57AM | 11.40 | | 11.00 | 5.47 | 2.37 | 12.34 | f 8.50 | | 10.05 | 8.43 | 954.3 | | AVRA<br>4.1 | |
| 67 P | 11.20 | 11.10 | **5.35** | 12.08PM | 11.55AM | | 11.15 | 5.58 | f 2.43 | 12.39 | f 8.56 | | 10.10 | 8.48 | 958.4 | | NAVISKA<br>3.8 | |
| 71 P | 11.30 | 11.19 | 5.44 | 12.18 | 12.05PM | | 11.25 | 6.08 | f 2.48 | 12.43 | f 9.02 | | 10.14 | f8.53 | 962.2 | | MARANA<br>2.4 | |
| 100 P | 11.37 | 11.26 | 5.50 | 12.24 | 12.10 | | 11.30 | 6.14 | 2.51 | 12.46 | f 9.06 | | 10.17 | **8.56** | 964.6 | | ROSKRUGE<br>2.3 | |
| W96<br>E69 WP | 11.49PM | 11.38 | 6.05 | 12.40 | 12.20 | | 11.50AM | 6.30 | f 2.54 | 12.49 | f 9.12 | | 10.20 | f9.00 | 966.9 | TO | RILLITO<br>3.0 | |
| 100 P | 12.01AM | 11.49 | 6.15 | 12.50 | 12.31 | | 12.05PM | 6.40 | 2.58 | 12.53 | f 9.20 | | 10.23 | 9.04 | 969.9 | | SABINO<br>2.2 | |
| 67 P | 12.10 | 11.57PM | 6.24 | 12.59 | 12.40 | | 12.15 | 6.49 | f 3.02 | 12.57 | f 9.25 | | **10.26** | 9.07 | 972.1 | | CORTARO<br>2.6 | |
| 100 P | 12.20 | 12.05AM | 6.31 | 1.07 | 12.48 | | 12.25 | 6.57 | 3.06 | 1.01 | f 9.30 | | 10.29 | 9.10 | 974.7 | | KINO<br>2.7 | |
| 67 P | 12.30 | 12.12 | 6.37 | 1.15 | 1.00 | | 12.35 | 7.05 | f 3.10 | 1.05 | f 9.35 | | 10.32 | f9.20 | 977.4 | | JAYNES<br>3.8 | |
| P | 12.40 | 12.20 | 6.45 | 1.25 | 1.10 | | 12.45 | 7.15 | f 3.17 | 1.12 | f 9.42 | | 10.37 | 9.27 | 981.2 | | STOCKHAM<br>1.6 | D. T. |
| P | | | | | | | | | | | | | | | 982.8 | | SOUTH LINE JCT.<br>1.1 | |
| Yard BKWFITYP | 1.00AM | 12.40AM | 7.00PM | 1.40PM | 1.30PM | | 1.00PM | 7.30AM | s 3.25AM | s 1.20AM | s 9.50PM | | s 10.45AM | s 9.35AM | 983.9 | TO-R | TUCSON | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues Thur. Sat. | Arrive Mon. Wed. Fri. | Arrive Tues, Thurs. Sat. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | ArriveDaily | | | (121.0) | |
| | (3.00) | (7.10) | (2.50 | (2.50) | (3.10) | (1.10) | (7.45) | (2.50) | (1.15) | (3.05) | (2.01) | (0.50) | (3.00) | (3.20) | | | ......... Time over district ......... | |
| | 15.47 | 16.74 | 16.38 | 16.38 | 14.65 | 14.23 | 15.48 | 16.38 | 37.12 | 39.24 | 27.62 | 21.12 | 40.33 | 36.30 | | | ........Average speed per hour........ | |

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) |
|---|---|---|---|---|
| 4 & 102 | Any Station | Receive | El Paso | |
| 4 & 102 | Tempe, Mesa and Chandler | Discharge | | California points |
| 104 | Any Station | Discharge | | Peak |

# PICACHO SUBDIVISION

## WESTWARD

Time Table No. 101

May 3, 1931

| | | | | | | FIRST CLASS | | | | | | THIRD CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Distance from Tucson | 101 | 107 | 35 | 3 | 103 | 11 | 421 | 127 | 437 | 433 |
| | | | | | Sunset | Phoenix Motor | Phoenix Motor | Golden State | Argonaut | Apache | Local Freight | Local Freight | Local Freight | Freight |
| | | STATIONS | | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon. Wed. Fri. | Arrive Tues. Thur. Sat. | Arrive Mon. Wed. Fri. | Arrive Daily |
| A.B.S. | R | PHOENIX | | D.T. | 121.0 | s 6.15AM | s 12.05PM | s 4.25PM | s 7.55PM | | s 10.20PM | | | | |
| | TO-R | PHOENIX YARD | 1.0 | D.T. | 120.0 | 6.05 | 11.55AM | 4.15 | 7.45 | | 10.10 | | 2.40PM | 3.50PM | 11.10PM |
| | | KENDALL | 4.1 | | 115.9 | 5.58 | 11.48 | 4.08 | 7.38 | | 10.03 | | 2.25 | 3.35 | 10.55 |
| | | CACTUS | 0.7 | | 115.2 | | f | f | | | | | | | |
| | TO | TEMPE | 2.6 | | 112.6 | **5.51** | s 11.41 | s 4.00 | 7.31 | | s 9.56 | | 2.10 | 3.15 | **10.35** |
| | | TEMPE JCT. | 0.9 | | 111.7 | 5.48 | 11.36AM | 3.56 | 7.27 | | 9.52 | | 1.55 | 3.05 | 10.15 |
| | | NORMAL JCT. | 1.8 | | 109.9 | 5.45 | Via Maricopa | 3.53 | 7.24 | | 9.49 | | 1.50 | 3.00 | 10.10 |
| | | FRANKENBURG | 1.3 | | 108.6 | | | | | | | | | | |
| | | TEMPE PUMPING PLANT | 0.2 | | 108.4 | | | | | | | | | | |
| | TO | MESA | 3.2 | | 105.2 | 5.38 | | s 3.45 | 7.16 | | s **9.41** | | 1.35 | 2.45 | **9.41** |
| | | McQUEEN | 1.8 | | 103.4 | 5.35 | | 3.40PM | 7.12 | | 9.37 | | 1.15PM | 2.30 | 9.20 |
| | | TREMAINE | 1.8 | | 101.6 | | | | | | f | | | 2.25 | 9.15 |
| | | FALFA | 0.7 | | 100.9 | 5.32 | | | 7.07 | | f 9.32 | | | 2.20 | 9.10 |
| | TO | CHANDLER | 3.2 | | 97.7 | 5.27 | | | **7.02** | | s 9.27 | | | 2.10 | 9.00 |
| | | POZO JCT. | 1.7 | | 96.0 | 5.23 | | | 6.58 | | 9.23 | | | 2.00 | 8.50 |
| | | SERAPE | 3.3 | | 92.7 | 5.19 | | | 6.54 | | f 9.19 | | | 1.50 | 8.40 |
| | | SANTAN | 4.7 | | 88.0 | 5.14 | | | 6.49 | | f 9.14 | | | 1.40 | 8.30 |
| | | DOCK | 4.2 | | 83.8 | 5.09 | | | 6.44 | | f 9.09 | | | 1.30 | 8.20 |
| | | OLBERG | 4.9 | | 78.9 | 5.03 | | | 6.38 | | f 9.02 | | | 1.20 | 8.10 |
| | | BLACKWATER | 5.1 | | 73.8 | 4.57 | | | 6.32 | | f 8.55 | | | 1.10 | **7.55** |
| | | POSTON | 5.0 | | 68.8 | 4.51 | | | 6.26 | | f 8.49 | | | 1.00 | 7.40 |
| | TO | COOLIDGE | 3.8 | | 65.0 | 4.46 | | | 6.21 | | s **8.43** | | | 12.50 | 7.30 |
| | | RANDOLPH | 4.4 | | 60.6 | 4.41 | | | 6.16 | | f 8.33 | | | 12.35 | 7.10 |
| | | TOPAZ | 5.0 | | 55.6 | 4.36 | | | 6.11 | | f 8.26 | | | 12.25 | 7.00 |
| | | PEAK | 4.0 | | 51.6 | | | | | | f | | | | |
| | TO | PICACHO | 5.2 | | 46.4 | 4.25 | f 9.38AM | | 6.00 | 8.05PM | f 8.15 | 9.25AM | | 12.10PM | 6.40 |
| | | OCATILLA | 3.2 | | 43.2 | 4.20 | 9.30 | | 5.55 | 7.59 | 8.09 | 9.10 | | 11.59AM | 6.21 |
| | | WYMOLA | 3.5 | | 39.7 | 4.16 | f 9.25 | | 5.51 | 7.54 | f 8.04 | 9.00 | | 11.50 | 6.13 |
| | | MONTROSE | 3.7 | | 36.0 | 4.12 | 9.20 | | 5.47 | 7.49 | 7.59 | 8.50 | | **11.40** | 6.05 |
| | TO | RED ROCK | 3.5 | | 32.5 | 4.08 | f 9.15 | | 5.43 | 7.44 | f 7.54 | **8.40** | | **11.30** | 5.57 |
| | | AVRA | 2.9 | | 29.6 | 4.05 | 9.11 | | 5.40 | 7.41 | 7.51 | 8.25 | | 11.20 | 5.50 |
| | | NAVISKA | 4.1 | | 25.5 | 4.00 | f 9.05 | | **5.35** | 7.36 | f 7.46 | 8.15 | | 11.10 | **5.35** |
| | | MARANA | 3.8 | | 21.7 | 3.56 | f 9.00 | | 5.31 | 7.32 | f 7.42 | 8.05 | | 11.00 | 5.20 |
| | | ROSKRUGE | 2.4 | | 19.3 | 3.53 | **8.56** | | 5.28 | 7.29 | 7.39 | 8.00 | | 10.50 | 5.15 |
| | TO | RILLITO | 2.3 | | 17.0 | 3.50 | f 8.49 | | 5.25 | 7.26 | f 7.36 | 7.55 | | 10.45 | 5.10 |
| | | SABINO | 3.0 | | 14.0 | 3.47 | 8.44 | | 5.22 | 7.22 | 7.32 | 7.47 | | 10.35 | 5.03 |
| | | CORTARO | 2.2 | | 11.8 | 3.44 | f 8.41 | | 5.19 | 7.19 | f 7.29 | 7.42 | | **10.26** | 4.58 |
| | | KINO | 2.6 | | 9.2 | 3.41 | 8.37 | | 5.16 | 7.16 | 7.26 | 7.36 | | 10.15 | 4.53 |
| | | JAYNES | 2.7 | | 6.5 | 3.38 | f 8.34 | | 5.13 | 7.13 | f 7.23 | 7.30 | | 10.05 | 4.48 |
| | | STOCKHAM | 3.8 | D.T. | 2.7 | 3.33 | f 8.28 | | 5.08 | 7.08 | f 7.18 | 7.20 | | 9.50 | 4.40 |
| | | SOUTH LINE JCT. | 1.6 | D.T. | 1.1 | | | | | | | | | | |
| | TO-R | TUCSON | 1.1 | D.T. | 0.0 | 3.25AM | 8.20AM | | 5.00PM | 7.00PM | 7.10PM | 7.10AM | | 9.35AM | 4.30PM |
| | | (121.0) | | | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Mon. Wed. Fri. | Leave Tues. Thur. Sat. | Leave Mon. Wed. Fri. | Leave Daily |
| | | Time over district | | | | (2.50) | (1.47) | (0.45) | (2.55) | (1.05) | (3.10) | (2.15) | (1.25) | (6.15) | (6.40) |
| | | Average speed per hour | | | | 42.71 | 31.23 | 23.47 | 41.49 | 42.83 | 38.21 | 20.62 | ·11.72 | 19.20 | 18.00 |

**Rules 72 and 73. Third class and extra trains may run ahead of No. 35 from McQueen to Mesa, and ahead of No. 107 from Tempe Jct. to Tempe.**

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) |
|---|---|---|---|---|
| 101 & 3 | Any Station | Discharge | | El Paso |
| 103 | Any Station | Discharge | | Polvo |
| 101 & 3 | Chandler, Mesa and Tempe | Receive | California points | |
| 103 | Any Station | Receive | Gila Line points | |

# WELLTON SUBDIVISION

## EASTWARD

## WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS<br>416<br>Freight | <br>414<br>Freight | <br>412<br>Freight | <br>424<br>Local Freight | <br>410<br>Freight | FIRST CLASS<br>12<br>Apache | Distance from San Francisco | | Time Table No. 101<br>May 3, 1931 | Distance from Gila | FIRST CLASS<br>103<br>Argonaut | THIRD CLASS<br>423<br>Local Freight |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily | Leave Daily | Leave Daily | Leave Mon. Wed. Fri. | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Tues. Thur. Sat. |
| 72 WIP | 10.25PM | 4.40PM | 10.35AM | 7.00AM | 4.50AM | 9.28PM | 770.0 | TO | WELLTON D.T.<br>3.1 | 85.7 | f 1.15AM | 10.20AM |
| 73 P | 10.33 | 4.48 | 10.43 | 7.10 | 4.58 | f 9.35 | 773.1 | | ASHER<br>3.3 | 82.6 | f 1.07 | 9.50 |
| 67 P | 10.40 | 4.55 | 10.50 | 7.20 | 5.05 | f 9.41 | 776.4 | | TAONA<br>3.7 | 79.3 | f 1.00 | 9.40 |
| 73 P | 10.47 | 5.02 | 10.57 | 7.30 | 5.12 | f 9.47 | 780.1 | | GAEL<br>3.7 | 75.6 | f 12.54 | 9.30 |
| 67 P | 10.54 | 5.09 | 11.04 | 7.40 | 5.19 | f 9.53 | 783.8 | | COLFRED<br>4.8 | 71.9 | f 12.48 | 9.20 |
| 69 P | 11.05 | 5.20 | 11.15 | 7.50 | 5.30 | f 9.59 | 788.6 | | PEMBROKE<br>4.0 | 67.1 | f 12.39 | 9.10 |
| W88 E70 P | 11.20 | 5.35 | 11.30 | 8.20 | 5.45 | f 10.07 | 792.6 | TO | MOHAWK<br>3.3 | 63.1 | f 12.32 | 9.00 |
| 67 P | 11.27 | 5.42 | 11.37 | 8.30 | 5.52 | 10.13 | 795.9 | A.B.S. | KIM<br>4.6 | 59.8 | 12.24 | 8.50 |
| 67 P | 11.34 | 5.49 | 11.44 | 8.40 | 5.59 | f 10.19 | 800.5 | | STOVAL<br>5.7 | 55.2 | f 12.17 | 8.40 |
| 92 P | 11.44 | 5.59 | 11.54AM | 8.55 | 6.09 | f 10.28 | 806.2 | | MUSINA<br>5.7 | 49.5 | f 12.08AM | 8.30 |
| 67 WP | **11.58**PM | 6.20 | 12.15PM | 9.20 | 6.30 | f 10.37 | 811.9 | TO | AZTEC<br>3.9 | 43.8 | f **11.58**PM | 8.20 |
| 100 P | 12.15AM | 6.30 | 12.25 | 9.30 | 6.40 | 10.42 | 815.8 | | MUGGINS<br>3.9 | 39.9 | 11.50 | 7.45 |
| 67 P | 12.25 | 6.40 | 12.35 | 9.40 | 6.50 | f 10.48 | 819.7 | | STANWIX<br>2.3 | 36.0 | f 11.45 | 7.35 |
| 72 P | 12.32 | 6.47 | 12.42 | 9.50 | 6.57 | 10.51 | 822.0 | | LAVA<br>2.9 | 33.7 | 11.41 | 7.25 |
| Y | | | | | | | 824.9 | | DELOSA<br>1.2 | 30.8 | | |
| W70 E82 WOP | 12.50 | 7.05 | 1.00 | 10.15 | **7.15** | s 11.05 | 826.1 | TO | SENTINEL<br>3.5 | 29.6 | s 11.35 | **7.15** |
| 76 P | 12.58 | 7.13 | 1.08 | 10.25 | 7.23 | 11.10 | 829.6 | | TRIGO<br>3.5 | 26.1 | 11.22 | 7.00 |
| 67 P | 1.05 | 7.20 | 1.15 | 10.35 | 7.30 | f **11.15** | 833.1 | | TARTRON<br>6.8 | 22.6 | f **11.15** | 6.50 |
| 67 P | 1.17 | 7.32 | 1.27 | 10.50 | 7.42 | f 11.25 | 839.9 | | PIEDRA<br>5.6 | 15.8 | f 11.05 | 6.35 |
| 68 P | 1.27 | 7.42 | 1.37 | 11.05 | 7.52 | f 11.33 | 845.5 | | THEBA<br>4.8 | 10.2 | f 10.56 | 6.25 |
| 67 P | 1.35 | 7.50 | 1.45 | 11.15 | 8.00 | f 11.40 | 850.3 | | SMURR<br>5.4 | 5.4 | f 10.50 | 6.15 |
| Yard BKWOTP | 1.50AM | 8.05PM | 2.00PM | 11.30AM | 8.15AM | s 11.50PM | 855.7 | TO-R | GILA | 0.0 | 10.40PM | 6.00AM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon. Wed. Fri. | Arrive Daily | Arrive Daily | | | (85.7) | | Leave Daily | Leave Tues. Thur. Sat. |
| | (3.25)<br>25.08 | (3.25)<br>25.08 | (3.25)<br>25.08 | (4.30)<br>19.04 | (3.25)<br>25.08 | (2.22)<br>36.21 | | | Time over district<br>Average speed per hour | | (2.35)<br>33.17 | (4.20)<br>19.78 |

## EASTWARD

## PICACHO SUBDIVISION

## WESTWARD

| Capacity of sidings in car lengths | FIRST CLASS<br>108<br>Tucson Motor | Distance from San Francisco | | Time Table No. 101<br>May 3, 1931<br>Maricopa Branch | Distance from Maricopa | FIRST CLASS<br>107<br>Phoenix Motor |
|---|---|---|---|---|---|---|
| | Leave Daily | | | STATIONS | | Arrive Daily |
| P | 6.29PM | 915.3 | | TEMPE JCT.<br>2.4 | 25.8 | 11.36AM |
| 21 | f 6.33 | 917.7 | | PETERSON<br>2.4 | 23.4 | f 11.32 |
| 53 P | f 6.37 | 920.1 | | HELENA<br>2.9 | 21.0 | f 11.27 |
| YP | f 6.41 | 923.0 | | WEST CHANDLER<br>5.5 | 18.1 | f 11.22 |
| 58 | f 6.49 | 928.5 | | ALICIA<br>3.2 | 12.6 | f 11.14 |
| 4 Spur | | 931.7 | | RIVERA<br>1.6 | 9.4 | |
| 22 P | f 6.57 | 933.3 | | SACATE<br>7.8 | 7.8 | f 11.07 |
| E 70 W 80 WYP | s 7.10PM | 941.1 | TO-R | MARICOPA | 0.0 | 10.55AM |
| | Arrive Daily | | | (25.8) | | Leave Daily |
| | (0.41)<br>37.76 | | | Time over district<br>Average speed per hour | | (0.41)<br>37.76 |

## EASTWARD

## WELLTON SUBDIVISION

## WESTWARD

| Capacity of sidings in car lengths | Distance from San Francisco | Time Table No. 101<br>May 3, 1931<br>Litchfield Branch<br>STATIONS | Distance from Litchfield Park |
|---|---|---|---|
| 79 YP | 889.7 | LITCHFIELD<br>3.7 | 5.0 |
| | 893.4 | BARN<br>1.3 | 1.3 |
| 34<br>22 Spur | 894.7 | LITCHFIELD PARK | 0.0 |
| | | (5.0) | |

## PICACHO SUBDIVISION

EASTWARD — WESTWARD

| Capacity of sidings in car lengths | | | SECOND CLASS | | | | | | FIRST CLASS | | Distance from San Francisco | | | Time Table No. 101<br>May 3, 1931 | Distance from Picacho | FIRST CLASS | | | | THIRD CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 416 | 414 | 412 | 422 | 410 | | 108 | 12 | | | | | | 107 | 103 | | | 421 | | | |
| | | | Freight | Freight | Freight | Local Freight | Freight | | Tucson Motor | Apache | | | | STATIONS | | Phoenix Motor | Argonaut | | | Local Freight | | | |
| | | | Leave Daily | Leave Daily | Leave Daily | Leave Tues. Thur. Sat. | Leave Daily | | Leave Daily | Leave Daily | | | | | | Arrive Daily | Arrive Daily | | | Arrive Mon. Wed. Fri. | | | |
| Yard BKWOTP | | | 6.15 PM | 12.30 PM | 7.10 AM | 5.00 AM | 1.00 AM | | | 12.01 AM | 855.7 | A. B. S. | TO-R | GILA | 81.8 | | s 10.30 PM | | | 1.40 PM | | | |
| 67 P | | | 6.27 | 12.42 | 7.22 | 5.12 | 1.12 | | | 12.07 | 859.1 | | | 3.4<br>COLEDON | 78.4 | | 10.21 | | | 1.25 | | | |
| 70 P | | | 6.50 | 1.05 | 7.45 | 5.35 | 1.35 | | | f 12.17 | 865.1 | | | 6.0<br>BOSQUE | 72.4 | | f 10.12 | | | 1.05 | | | |
| 67 P | | | 7.06 | 1.21 | 8.01 | 5.50 | 1.51 | | | f 12.24 | 869.1 | | | 4.0<br>OCAPOS | 68.4 | | f 10.05 | | | 12.40 | | | |
| 76 P | | | 7.18 | 1.33 | 8.13 | 6.11 | 2.03 | | | 12.29 | 871.8 | | | 2.7<br>SHAWMUT | 65.7 | | 9.59 | | | 12.30 | | | |
| 73 YP | | | 7.35 | 1.50 | 8.30 | 6.35 | 2.20 | | | f 12.35 | 874.6 | | TO | 2.8<br>ESTRELLA | 62.9 | | f 9.54 | | | 12.20 | | | |
| 68 P | | | 7.43 | 1.58 | 8.38 | 6.43 | 2.28 | | | f 12.41 | 879.4 | | | 4.8<br>BUCHAN | 58.1 | | f 9.46 | | | 12.05 PM | | | |
| 67 WP | | | 7.50 | 2.05 | 8.45 | 6.51 | 2.35 | | | f 12.48 | 883.7 | | | 4.3<br>MOBILE | 53.8 | | f 9.39 | | | 11.50 AM | | | |
| 67 P | | | 7.58 | 2.13 | 8.53 | 7.01 | 2.43 | | | f 12.54 | 888.4 | | | 4.7<br>ENID | 49.1 | | f 9.31 | | | 11.40 | | | |
| 67 P | | | 8.05 | 2.20 | 9.00 | 7.15 | 2.50 | | | 12.59 | 892.8 | | | 4.4<br>HEATON | 44.7 | | 9.24 | | | 11.30 | | | |
| E 70<br>W 80 WYP | | | 8.25 | 2.40 | 9.20 | 7.45 | 3.10 | | 7.15 PM | s 1.15 | 897.8 | | TO | 5.0<br>MARICOPA | 39.7 | s 10.50 AM | s 9.15 | | | 11.15 | | | |
| 67 P | | | 8.40 | 2.55 | 9.35 | 8.05 | 3.25 | | f 7.25 | f 1.22 | 902.9 | | | 5.1<br>LIRIM | 34.6 | f 10.40 | f 9.02 | | | 10.50 | | | |
| 72 P | | | 8.55 | 3.08 | 9.47 | 8.20 | 3.38 | | f 7.32 | f 1.28 | 907.7 | | | 4.8<br>BON | 29.8 | f 10.34 | f 8.55 | | | 10.40 | | | |
| 67 P | | | 9.07 | 3.19 | 9.57 | 8.30 | 3.49 | | f 7.39 | f 1.34 | 912.5 | | | 4.8<br>NUNEZ | 25.0 | f 10.27 | f 8.47 | | | 10.30 | | | |
| 94 WP | | | 9.20 | 3.32 | 10.15 | 9.00 | 4.02 | | s 7.50 | s 1.45 | 918.8 | | TO | 6.3<br>CASA GRANDE | 18.7 | s 10.15 | s 8.38 | | | 10.15 | | | |
| 67 P | | | 9.30 | 3.42 | 10.25 | 9.15 | 4.12 | | f 7.57 | f 1.51 | 923.7 | | | 4.9<br>ARIZOLA | 13.8 | f 10.03 | f 8.27 | | | 9.55 | | | |
| 68 P | | | 9.40 | 3.52 | 10.34 | 9.30 | 4.22 | | f 8.05 | f 1.58 | 928.4 | | | 4.7<br>TOLTEC | 9.1 | f 9.56 | f 8.20 | | | 9.45 | | | |
| 77 P | | | 9.50 | 4.02 | 10.43 | 9.47 | 4.32 | | f 8.12 | f 2.05 | 933.1 | | | 4.7<br>ELOY | 4.4 | f 9.47 | f 8.12 | | | 9.35 | | | |
| 102 WOYP | | | 10.00 PM | 4.10 PM | 10.50 AM | 10.20 AM | 4.40 AM | | f 8.18 PM | f 2.10 AM | 937.5 | | TO | 4.4<br>PICACHO | 0.0 | 9.38 AM | 8.05 PM | | | 9.25 AM | | | |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues. Thur. Sat. | Arrive Daily | | Arrive Daily | Arrive Daily | | | | 81.8 | | Leave Daily | Leave Daily | | | Leave Mon. Wed. Fri. | | | |
| | | | (3.45)<br>21.81 | (3.40)<br>22.31 | (3.40)<br>22.31 | (5.20)<br>15.34 | (3.40)<br>22.31 | | (1.03)<br>37.81 | (2.09)<br>38.03 | | | | Time over district<br>Average speed per hour | | (1.12)<br>33.08 | (2.25)<br>33.85 | | | (4.15)<br>19.25 | | | |

EASTWARD — PICACHO SUBDIVISION — WESTWARD

| Capacity of sidings in car lengths | | | | Distance from San Francisco | | Time Table No. 101<br>May 3, 1931<br>Tempe Branch<br>STATIONS | Distance from Normal Jct. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 87 WYP | | | | 914.4 | TO | TEMPE | 2.1 | | | |
| | | | | 915.4 | | 1.0<br>P. & E. JCT. | 1.1 | | | |
| | | | | 916.5 | | 1.1<br>NORMAL JCT. | 0.0 | | | |
| | | | | | | (2.1) | | | | |

| Capacity of sidings in car lengths | | | | Distance from San Francisco | | Time Table No. 101<br>May 3, 1931<br>Mesa Branch<br>STATIONS | Distance from Mesa | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 915.4 | | P. & E. JCT. | 7.6 | | | |
| 15 | | | | 916.1 | | 0.7<br>CREAMERY | 6.9 | | | |
| 31 | | | | 921.1 | | 5.0<br>NORTH MESA | 1.9 | | | |
| Yard WYP | | | | 923.0 | TO | 1.9<br>MESA | 0.0 | | | |
| | | | | | | (7.6) | | | | |

EASTWARD — PICACHO SUBDIVISION — WESTWARD

| Capacity of sidings in car lengths | | | | Distance from San Francisco | Time Table No. 101<br>May 3, 1931<br>Casaba Branch<br>STATIONS | Distance from Casaba | | | |
|---|---|---|---|---|---|---|---|---|---|
| P | | | | 931.0 | POZO JCT. | 4.5 | | | |
| 15 Spur | | | | 931.7 | 0.7<br>POZO | 3.8 | | | |
| 13 Spur | | | | 934.2 | 2.5<br>NARANJA | 1.3 | | | |
| 27 | | | | 934.6 | 0.4<br>GOODYEAR | 0.9 | | | |
| 16 Spur Y | | | | 935.5 | 0.9<br>CASABA | 0.0 | | | |
| | | | | | (4.5) | | | | |

| Capacity of sidings in car lengths | | | | Distance from San Francisco | Time Table No. 101<br>May 3, 1931<br>Florence Branch<br>STATIONS | Distance from Florence Jct. | | | |
|---|---|---|---|---|---|---|---|---|---|
| 81 YP | | | | 958.2 | POSTON | 6.5 | | | |
| 3 Spur P | | | | 962.0 | 3.8<br>PARSONS | 2.7 | | | |
| P | | | | 964.7 | 2.7<br>FLORENCE JCT. | 0.0 | | | |
| | | | | | (6.5) | | | | |

**Trains and engines must move between Creamery and North Mesa expecting to find main track blocked with cars, unless otherwise instructed by train order.**

## EASTWARD

# BOWIE SUBDIVISION

## WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | | | | | | | | FIRST CLASS | | | | Distance from San Francisco | | Time Table No. 101 May 3, 1931 STATIONS | Distance from Lordsburg | FIRST CLASS | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 326 Freight | 414 Freight | 412 Freight | 312 Freight | 418 Local Freight | 190 Local Freight | 310 Freight | 410 Freight | 4 Golden State | 104 Argonaut | 12 Apache | 102 Sunset | | | | | 11 Apache | 101 Sunset | 417 Local Freight |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Mon. Wed. Fri. | Leave Mon. Wed. Fri. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Tues. Thur. Sat. |
| Yard BKWFTYP | 4.25 PM | 3.50 PM | 8.00 AM | 7.00 AM | 6.40 AM | 6.15 AM | 12.55 AM | 12.05 AM | 11.00 AM | 9.50 AM | 3.40 AM | 1.35 AM | 983.9 | TO-R | TUCSON | | See Rio Grande Division Time Table. | | |
| | | | | | | | | | | | | | 984.7 | | 0.8<br>T. N. R. R. JCT. | | | | |
| 2 Spur | 4.38 | 4.03 | 8.13 | 7.13 | 6.53 | 6.30 | 1.08 | 12.18 | 11.10 | f 10.00 | 3.50 | 1.45 | 987.4 | | 2.7<br>POLVO | | | | |
| 66 P | 4.46 | 4.11 | 8.21 | 7.21 | 7.02 | 6.40 | 1.16 | 12.26 | 11.14 | f 10.04 | 3.54 | 1.49 | 990.7 | | 3.3<br>WILMOT | | | | |
| 66 P | 4.55 | 4.20 | 8.30 | 7.30 | 7.12 | 6.50 | 1.25 | 12.35 | 11.19 | f 10.09 | 3.59 | 1.54 | 993.8 | | 3.1<br>RANKIN | | | | |
| 67 WP | 5.07 | 4.32 | 8.42 | 7.42 | 7.25 | 7.10 | 1.37 | 12.47 | 11.26 | f 10.17 | 4.06 | 2.01 | 998.6 | | 4.8<br>ESMOND | | | | |
| 66 P | 5.20 | 4.45 | 8.55 | 7.55 | 7.40 | 7.30 | 1.50 | 1.00 | 11.33 | f 10.25 | 4.13 | 2.08 | 1003.3 | | 4.7<br>VAIL | | | | |
| 66 P | 5.33 | 4.58 | 9.08 | 8.08 | 7.55 | 7.45 | 2.03 | 1.13 | 11.42 | f 10.35 | 4.22 | 2.17 | 1008.5 | | 5.2<br>IRENE | | | | |
| 84 WP | 5.58 | 5.23 | 9.33 | 8.33 | 8.20 | 8.10 | **2.24** | 1.38 | 11.49 | f 10.43 | 4.29 | **2.24** | 1012.6 | | 4.1<br>PANTANO | | | | |
| 66 P | 6.08 | 5.33 | 9.43 | 8.43 | 8.30 | 8.20 | 2.38 | 1.48 | 11.55 AM | f 10.50 | 4.35 | 2.30 | 1016.1 | | 3.5<br>BUELL | | | | |
| 66 P | 6.18 | 5.43 | 9.53 | 8.53 | 8.40 | 8.30 | 2.48 | 1.58 | 12.02 PM | f 10.57 | 4.42 | 2.37 | 1019.7 | | 3.6<br>AMOLE | | | | |
| E94 W81 CIYP | 6.31 PM | 5.57 | 10.07 | 9.07 AM | 8.55 | 8.45 AM | 3.01 AM | 2.12 | 12.10 PM | f 11.06 | 4.50 AM | 2.45 | 1023.6 | TO-R | 3.9<br>MESCAL | 124.7 | f 5.45 PM | 2.07 AM | 12.50 PM |
| 81 P | | 6.06 | 10.16 | | 9.05 | | | 2.21 | | f 11.12 | | 2.51 | 1028.2 | | 4.6<br>CHAMISO | 120.1 | f 5.37 | 1.58 | 12.30 |
| E125 W74 BKW-OYP | | 6.28 | 10.38 | | 9.30 | | | 2.43 | | s 11.25 | | s 3.03 | 1032.6 | TO | 4.4<br>BENSON | 115.7 | s 5.27 | s 1.48 | 12.10 PM |
| 66 P | | 6.35 | 10.45 | | 9.37 | | | 2.50 | | f **11.32** | | 3.09 | 1035.8 | | 3.2<br>FENNER | 112.5 | f 5.15 | 1.37 | **11.32** AM |
| 87 P | | 6.51 | **11.01** | | 9.53 | | | 3.06 | | f 11.39 | | 3.15 | 1038.5 | | 2.7<br>CURVO | 109.8 | f 5.09 | 1.31 | **11.01** |
| 78 WP | | 7.06 | 11.16 | | 10.08 | | | **3.21** | | f 11.46 | | **3.21** | 1041.0 | | 2.5<br>SIBYL | 107.3 | f 5.04 | 1.26 | 10.45 |
| 66 P | | 7.16 | 11.26 | | 10.18 | | | 3.31 | | 11.52 | | 3.26 | 1043.9 | | 2.9<br>TULLY | 104.4 | f 4.59 | 1.21 | 10.35 |
| 66 P | | 7.27 | 11.37 | | 10.29 | | | 3.42 | | f 11.59 AM | | 3.32 | 1047.3 | | 3.4<br>OCHOA | 101.0 | f 4.54 | 1.15 | 10.20 |
| 66 P | | 7.38 | 11.48 | | 10.40 | | | 3.53 | | f 12.06 PM | | 3.38 | 1050.8 | | 3.5<br>LANCHA | 97.5 | f 4.49 | 1.09 | 10.10 |
| N69 S68 YP | | 7.46 | 11.56 AM | | 10.50 | | | 4.01 | | f 12.13 | | 3.43 | 1053.9 | TO | 3.1<br>DRAGOON | 94.4 | f 4.44 | 1.04 | 10.00 |
| 86 P | | 7.59 | 12.09 PM | | 11.05 | | | 4.14 | | f 12.19 | | 3.49 | 1058.3 | | 4.4<br>MANZORO | 90.0 | f 4.36 | 12.56 | 9.45 |
| 94 P | | 8.08 | 12.18 | | 11.25 | | | 4.23 | | s 12.28 | | 3.55 | 1063.9 | TO | 5.6<br>COCHISE | 84.4 | f 4.27 | 12.48 | 9.30 |
| 66 P | | 8.17 | 12.27 | | 11.40 AM | | | 4.32 | | f 12.36 | | 4.01 | 1069.6 | | 5.7<br>HADO | 78.7 | f 4.19 | 12.41 | 9.00 |
| 70 WYP | | 8.35 | **12.47** | | 12.05 PM | | | 4.50 | | s **12.47** | | 4.07 | 1074.7 | TO | 5.1<br>WILLCOX | 73.6 | s 4.12 | 12.34 | 8.50 |
| 64 P | | 8.47 | 1.00 | | 12.15 | | | 5.02 | | f 12.54 | | 4.13 | 1079.4 | | 4.7<br>DRURY | 68.9 | f 4.04 | 12.27 | 8.10 |
| 105 YP | | 9.01 | 1.14 | | 12.30 | | | 5.16 | | f 12.59 | | 4.17 | 1082.6 | | 3.2<br>RASO | 65.7 | f 3.59 | 12.23 | 8.00 |
| 68 P | | 9.11 | 1.24 | | 12.40 | | | 5.26 | | f 1.06 | | 4.23 | 1087.7 | | 5.1<br>ALRICH | 60.6 | f 3.50 | 12.14 | 7.45 |
| 66 P | | 9.17 | 1.30 | | 12.50 | | | 5.32 | | f 1.11 | | 4.27 | 1091.0 | | 3.3<br>LUZENA | 57.3 | f 3.43 | 12.08 | 7.35 |
| 66 P | | 9.24 | 1.37 | | 1.00 | | | 5.39 | | f 1.16 | | 4.31 | 1094.5 | | 3.5<br>CHOLLA | 53.8 | f 3.37 | 12.02 AM | 7.20 |
| E116 W121 BKW-FYP | | 10.00 | 2.10 | | 1.15 PM | | | 6.15 | | s 1.35 | | s 4.50 | 1098.4 | TO-R | 3.9<br>BOWIE | 49.9 | s 3.30 | s 11.55 PM | 7.00 AM |
| 66 P | | 10.13 | 2.23 | | | | | 6.28 | | f 1.42 | | 4.56 | 1102.6 | | 4.2<br>HOLT | 45.7 | f 3.11 | 11.36 | |
| 66 P | | 10.21 | 2.31 | | | | | 6.36 | | f 1.47 | | 5.01 | 1106.6 | | 4.0<br>OLGA | 41.7 | f 3.06 | 11.31 | |
| 66 P | | 10.29 | 2.39 | | | | | 6.44 | | f 1.52 | | 5.06 | 1110.2 | | 3.6<br>KARRO | 38.1 | f 3.01 | 11.26 | |
| 66 BKW-FYP | | 10.37 | **2.56** | | | | | 6.52 | | s 1.58 | | 5.11 | 1114.2 | TO | 4.0<br>SAN SIMON | 34.1 | f **2.56** | f 11.21 | |
| 66 P | | 10.56 | 3.15 | | | | | 7.11 | | f 2.05 | | 5.16 | 1117.6 | | 3.4<br>BAWTRY | 30.7 | f 2.51 | 11.16 | |
| 77 P | | **11.10** | 3.29 | | | | | 7.25 | | f 2.13 | | 5.24 | 1121.8 | | 4.2<br>VANAR | 26.5 | f 2.45 | **11.10** | |
| 74 P | | 11.24 | 3.41 | | | | | 7.39 | | f 2.21 | | 5.31 | 1125.0 | | 3.2<br>CAVOT | 23.3 | f 2.40 | 11.05 | |
| No. 1-74 No. 2-68 YP | | 11.45 | 4.00 | | | | | 8.00 | | f **2.32** | | 5.41 | 1128.9 | TO | 3.9<br>STEINS | 19.4 | f **2.32** | 10.57 | |
| 65 P | | 11.58 PM | 4.13 | | | | | 8.13 | | f 2.42 | | 5.46 | 1132.7 | | 3.8<br>MONDEL | 15.6 | f 2.23 | 10.51 | |
| 65 P | | 12.06 AM | 4.21 | | | | | 8.21 | | f 2.49 | | 5.51 | 1136.5 | | 3.8<br>CONRAD | 11.8 | f 2.17 | 10.46 | |
| 66 P | | 12.18 | 4.33 | | | | | 8.33 | | f 2.57 | | 5.57 | 1140.8 | | 4.3<br>GARY | 7.5 | f 2.11 | 10.40 | |
| 66 P | | 12.26 | 4.41 | | | | | 8.41 | | f 3.04 | | 6.02 | 1143.9 | | 3.1<br>PYRA | 4.4 | f 2.06 | 10.36 | |
| | | | | | | | | | | | | | 1147.8 | | 3.9<br>A. & N. M. JCT. | 0.5 | | | |
| Yard BKWFTYP | | 12.40 AM | 4.55 PM | | | | | 8.55 AM | | s 3.12 PM | | s 6.10 AM | 1148.3 | TO-R | 0.5<br>LORDSBURG | 0.0 | 1.58 PM | 10.29 PM | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon. Wed. Fri. | Arrive Mon. Wed. Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (164.4) | | Leave Daily | Leave Daily | Leave Tues. Thur. Sat. |
| | (2.06)<br>18.90 | (8.50)<br>18.61 | (8.55)<br>18.44 | (2.07)<br>18.76 | (6.35)<br>17.39 | (2.30)<br>15.88 | (2.06)<br>18.90 | (8.50)<br>18.61 | (1.10<br>34.03) | (5.22)<br>30.63 | (1.10)<br>34.03 | (4.35)<br>35.87 | | | ……Time over district……<br>……Average speed per hour…… | | (3.47)<br>32.96 | (3.38)<br>34.32 | (5.50)<br>12.82 |

Track No. 2

A. B. S.

### A D DITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) |
|---|---|---|---|---|
| 4 & 102 | Any Station | Receive | El Paso | |
| 12 | Any Station | Receive | Mescal | |
| 101 | Any Station | Discharge | | El Paso |
| 101 | Willcox | Receive | Points scheduled to stop | |
| 102 | Willcox | Discharge | | Tucson |
| 102 | Willcox | Receive | Lordsburg, where scheduled to stop | |

# PICACHO SUBDIVISION

| | EASTWARD | | | | | | | WESTWARD | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | SECOND CLASS | | FIRST CLASS | | | Time Table No. 101<br>May 3, 1931<br>Christmas Branch | | FIRST CLASS | THIRD CLASS | |
| Capacity of sidings in car lengths | 128 Local Freight | 130 Mixed | 36 Winkelman Motor | Distance from San Francisco | | STATIONS | Distance from Christmas | 35 Phoenix Motor | 131 Mixed | 127 Local Freight |
| | Leave. Mon. Wed. Fri. | Leave Tues. Thur. Sat. | Leave Daily Ex Sunday | | | | | Arrive Daily Ex Sunday | Arrive Tues. Thur. Sat. | Arrive Tues. Thur. Sat. |
| 79 P | 8.10 AM | | 8.45 AM | 923.6 | | McQUEEN<br>3.4 | 86.9 | 3.40 PM | | 1.15 PM |
| 46 | 8.35 | | s 8.55 | 927.0 | TO | GILBERT<br>5.0 | 83.5 | s 3.30 | | 1.00 |
| 27 P | 9.06 | | f 9.06 | 932.0 | | HIGLEY<br>3.6 | 78.5 | f 3.17 | | 12.40 |
| 10 | | | f | 935.6 | | GERMANN<br>2.5 | 74.9 | f | | |
| 15 | | | f | 938.1 | | RITTENHOUSE<br>3.5 | 72.4 | f | | |
| 55 WP | 9.45 | | f 9.25 | 941.6 | | QUEEN CREEK<br>8.2 | 68.9 | f 3.01 | | 12.15 PM |
| 45 | 10.10 | | s 9.45 | 949.8 | TO | MAGMA<br>6.7 | 60.7 | s 2.48 | | 11.55 AM |
| P | 10.30 | | 9.58 | 956.5 | | FLORENCE JCT.<br>2.5 | 54.0 | 2.33 | | 11.20 |
| 28 WP | 11.20 | | s 10.13 | 959.0 | TO | FLORENCE<br>0.5 | 51.5 | s 2.28 | | 11.10 |
| 6 Spur | | | | 959.5 | | STANCO<br>2.3 | 51.0 | | | |
| 2 Spur | | | f | 961.8 | | BARR<br>4.9 | 48.7 | f | | |
| 9 Spur | | | f | 966.7 | | MUNN<br>1.6 | 43.8 | f | | |
| 7 Spur | | | | 968.3 | | DIVERSION<br>0.7 | 42.2 | | | |
| 27 | 11.55 AM | | f 10.33 | 969.0 | | PRICE<br>6.2 | 41.5 | f 2.05 | | 10.33 |
| 27 P | 12.15 PM | | f 10.48 | 975.2 | | COCHRAN<br>4.5 | 35.3 | f 1.51 | | 10.00 |
| 12 Spur | | | f | 979.7 | | BUTTES<br>3.4 | 30.8 | f | | |
| 26 P | 12.45 | | f 11.07 | 983.1 | | ZELLWEGER<br>1.5 | 27.4 | f 1.33 | | 9.30 |
| 5 Spur | | | | 984.6 | | WOOLEY<br>3.2 | 25.9 | | | |
| Yard WP | 1.23 | | s 11.30 | 987.8 | TO-R | RAY JUNCTION<br>1.2 | 22.7 | s 1.23 | | 9.10 |
| 2 Spur | | | | 989.0 | | ERMAN<br>5.9 | 21.5 | | | |
| 32 P | 1.55 | | f 11.45 | 994.9 | | BRANAMAN<br>4.3 | 15.6 | f 1.08 | | 8.25 |
| Y | | | | 999.2 | | BURNS WYE<br>0.5 | 11.3 | | | |
| 36 | 2.10 | | 11.55 | 999.7 | | BURNS<br>0.5 | 10.8 | | | |
| Yard BKWOP | 2.30 PM | 6.00 AM | s 11.59 AM | 1000.2 | TO-R | HAYDEN JCT.<br>1.9 | 10.3 | s 12.48 | s 7.50 AM | 8.00 AM |
| 17 P | | s 6.10 | s 12.10 PM | 1002.1 | | HAYDEN<br>1.4 | 8.4 | s 12.41 | s 7.40 | |
| 15 P | | s 6.20 | s 12.15 PM | 1003.5 | TO | WINKELMAN<br>1.2 | 7.0 | 12.35 PM | s 7.30 | |
| 6 Spur | | f | | 1004.7 | | ROCK QUARRY<br>2.3 | 5.8 | | f | |
| 4 Spur | | f | | 1007.0 | | FINNEY<br>2.4 | 3.5 | | f | |
| 2 Spur | | f | | 1009.4 | | RUDO<br>1.1 | 1.1 | | f | |
| 43 P | | s 6.55 AM | | 1010.5 | | CHRISTMAS | 0.0 | | 7.05 AM | |
| | Arrive Mon. Wed. Fri. | Arrive Tues. Thur. Sat. | Arrive Daily Ex. Sunday | | | (86.9) | | Leave Daily Ex. Sunday | Leave Tues. Thur. Sat. | Leave Tues. Thur. Sat. |
| | (6.20)<br>12.09 | (0.55)<br>11.24 | (3.30)<br>22.83 | | | ................Time over district..................<br>................Average speed per hour.................. | | (3.05)<br>25.91 | (0.45)<br>13.73 | (5.15)<br>14.59 |

Rule S-72 Exception, No. 36 is superior to No. 35

| | EASTWARD | | | | | | WESTWARD | | |
|---|---|---|---|---|---|---|---|---|---|
| | SECOND CLASS | FIRST CLASS | | | Time Table No. 101<br>May 3, 1931<br>Nogales Branch | | FIRST CLASS | | THIRD CLASS |
| Capacity of sidings in car lengths | 482 Local Freight | 122 Mexican Express | Distance from San Francisco | | STATIONS | Distance from Nogales | 121 Mexican Express | | 481 Local Freight |
| | Leave Daily Ex. Sunday | Leave Daily | | | | | Arrive Daily | | Arrive Daily Ex. Sunday |
| Yard BKWFTYP | 6.00 AM | 10.05 AM | 983.9 | TO-R | TUCSON<br>0.8 | 65.9 | s 6.00 PM | | 2.30 PM |
| | | | 984.7 | | T. & N. R. R. JCT.<br>2.2 | 65.1 | | | |
| P | 6.15 | 10.15 | 986.9 | | SOUTH LINE CROSSING<br>3.0 | 62.9 | 5.50 | | 2.10 |
| 60 P | 6.25 | f 10.22 | 989.9 | | AGUIRRE<br>3.9 | 59.9 | f 5.43 | | 2.00 |
| 60 P | 6.35 | f 10.28 | 993.8 | | XAVIER<br>4.8 | 56.0 | f 5.37 | | 1.50 |
| 60 P | 6.45 | f 10.36 | 998.6 | | FELIX<br>3.8 | 51.2 | f 5.29 | | 1.40 |
| 120 WP | 7.00 | f 10.42 | 1002.4 | | SAHUARITA<br>4.6 | 47.4 | f 5.23 | | 1.30 |
| 62 P | 7.10 | f 10.49 | 1007.0 | | HARTT<br>3.4 | 42.8 | f 5.16 | | 1.15 |
| 13 P | 7.20 | f 10.55 | 1010.4 | | CONTINENTAL<br>1.7 | 39.4 | f 5.10 | | 1.05 |
| 63 P | 7.30 | f 10.58 | 1012.1 | | MORALES<br>1.5 | 37.7 | f 5.07 | | 1.00 |
| 12 Spur | | | 1013.6 | | HACKETT<br>2.7 | 36.2 | | | |
| 62 P | 7.40 | f 11.05 | 1016.3 | | CANOA<br>2.2 | 33.5 | f 5.00 | | 12.50 |
| | | | 1018.5 | | SOPRI<br>2.6 | 31.3 | | | |
| 62 P | 7.55 | s 11.14 | 1021.1 | TO | AMADO<br>4.5 | 28.7 | s 4.51 | | 12.40 |
| 61 P | 8.05 | f 11.22 | 1025.6 | | CHAVEZ<br>2.5 | 24.2 | f 4.43 | | 12.20 |
| 3 Spur | | f | 1028.1 | | SOTOS CROSSING<br>1.5 | 21.7 | f | | |
| 61 WP | 8.20 | f 11.29 | 1029.6 | | TUBAC<br>4.6 | 20.2 | f 4.36 | | 12.05 PM |
| 62 P | 8.30 | f 11.37 | 1034.2 | | OTERO<br>3.2 | 15.6 | f 4.28 | | 11.55 AM |
| 62 P | 8.40 | f 11.42 | 1037.4 | | SILVA<br>2.7 | 12.4 | f 4.23 | | 11.42 |
| YP | 8.50 | f 11.47 AM | 1040.1<br>1111.0 | | CALABASAS<br>2.4 | 9.7 | f 4.18 | | 11.25 |
| 7 | | f | 1113.8 | | PLOMO<br>1.7 | 7.3 | f | | |
| | | | 1115.5 | | SAXTON<br>5.6 | 5.6 | | | |
| Yard BKWFTP | 9.30 AM | s 12.10 PM | 1121.1 | TO-R | NOGALES | 0.0 | 3.55 PM | | 11.00 AM |
| | Arrive Daily Ex. Sunday | Arrive Daily | | | (65.9) | | Leave Daily | | Leave Daily Ex. Sunday |
| | (3.30)<br>18.83 | (2.05)<br>31.63 | | | ................Time over district..................<br>................Average speed per hour.................. | | (2.05)<br>31.63 | | (3.30)<br>18.83 |

Rule S-72 Exception, No. 122 is superior to No. 121.

## EASTWARD BOWIE SUBDIVISION WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | FIRST CLASS | | | Distance from San Francisco | | Time Table No. 101<br>May 3, 1931<br>Globe Branch<br>STATIONS | Distance from Bowie | FIRST CLASS | | | SECOND CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 142 | 48 | 46 | 152 | | | | | 47 | 151 | 49 | 141 |
| | Local Freight | Miami Motor | Miami Motor | Tonto | | | | | Bowie Motor | Tonto | Globe Motor | Local Freight |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| Yard BKWYFP | 8.00AM | 3.40PM | | 3.10AM | 1098.4 | TO-R | BOWIE | 0.0 | s 12.50PM | s 11.25PM | | 2.35PM |
| Yard | | | | | 1098.7 | | 0.8<br>NORTH YARD | 0.8 | | | | |
| 56 P | 8.25 | f 3.58 | | 3.30 | 1107.4 | | 8.7<br>ESCALA | 9.5 | f 12.32 | 11.07 | | 2.15 |
| 18 Spur | | f | | | 1112.5 | | 5.1<br>ARKILL | 14.6 | f | | | |
| 44 WP | 8.55 | f 4.15 | | f 3.50 | 1117.8 | | 5.3<br>TANQUE | 19.9 | f 12.14 | f 10.49 | | 1.45 |
| 50 P | 9.20 | f 4.26 | | 4.03 | 1125.1 | | 7.3<br>HAECKEL | 27.2 | f 12.02PM | 10.37 | | 1.25 |
| 55 P | 9.40 | s 4.38 | | 4.16 | 1132.6 | TO | 7.5<br>SOLOMON | 34.7 | s 11.49AM | 10.24 | | 1.05 |
| 20 | | f | | | 1135.3 | | 2.7<br>LONE STAR | 37.4 | f | | | |
| 53 WP | 10.10 | s 4.50 | | s 4.27 | 1137.5 | TO | 2.2<br>SAFFORD | 39.6 | s 11.38 | s 10.13 | | 12.45 |
| 34 P | 10.40 | s 4.58 | | 4.34 | 1140.6 | TO | 3.1<br>THATCHER | 42.7 | s 11.28 | 10.03 | | 12.20 |
| 5 | | f | | | 1143.1 | | 2.5<br>CENTRAL | 45.2 | f | | | |
| 27 YP | **11.18** | s 5.07 | | f 4.44 | 1145.6 | TO | 2.5<br>PIMA | 47.7 | s **11.18** | f 9.54 | | 12.10PM |
| 66 P | 11.25 | f 5.10 | | 4.47 | 1146.7 | | 1.1<br>DUBLIN | 48.8 | f 11.15 | 9.51 | | 11.59AM |
| 4 | | f | | | 1148.9 | | 2.2<br>GLENBAR | 51.0 | f | | | |
| 60 P | **11.45AM** | f 5.21 | | 4.58 | 1153.0 | | 4.1<br>CORK | 55.1 | f 11.04 | 9.41 | | **11.45** |
| 2 Spur | | f | | | 1154.8 | | 1.8<br>ASHURST | 56.9 | f | | | |
| 61 P | 12.20PM | s 5.33 | | 5.10 | 1159.3 | TO | 4.5<br>FT. THOMAS | 61.4 | s 10.53 | 9.31 | | 11.10 |
| 56 CWP | 12.40 | s 5.43 | | f 5.21 | 1164.2 | | 4.9<br>GERONIMO | 66.3 | s 10.43 | f 9.23 | | 10.55 |
| 58 P | 1.00 | f 5.52 | | 5.33 | 1170.1 | | 5.9<br>BYLAS | 72.2 | f **10.31** | 9.13 | | **10.31** |
| 54 P | 1.20 | f 6.03 | | 5.47 | 1176.8 | | 6.7<br>CALVA | 78.9 | f 10.20 | 9.02 | | 10.10 |
| 58 P | 1.40 | f 6.15 | | 6.01 | 1183.7 | | 6.9<br>NACHES | 85.8 | f 10.09 | 8.51 | | 9.50 |
| 55 P | 2.00 | f 6.28 | | 6.18 | 1191.0 | | 7.3<br>DILI | 93.1 | f 9.57 | 8.40 | | 9.25 |
| 17 Spur P | | f | | | 1197.2 | | 6.3<br>PERIDOT | 99.4 | f | | | |
| 57 WP | 2.40 | s 6.49 | | s 6.41 | 1201.0 | TO | 3.8<br>SAN CARLOS | 103.2 | s 9.40 | s 8.24 | | 8.55 |
| 42 P | 3.00 | f 7.02 | | 6.56 | 1207.8 | | 6.8<br>REPPY | 110.0 | f 9.28 | 8.13 | | 8.35 |
| E43 W42 WP | 3.20 | f 7.14 | | 7.10 | 1213.5 | | 5.7<br>CUTTER | 115.7 | f 9.18 | 8.03 | | 8.20 |
| 21 P | 3.50 | f 7.30 | | 7.26 | 1219.3 | | 5.8<br>PINAL | 121.5 | f 9.06 | 7.51 | | 7.58 |
| Yard BKWFTP | 4.05PM | s **7.45** | 7.40AM | s 7.35AM | 1221.5 | TO-R | 2.2<br>GLOBE | 123.7 | s 9.00 | **7.45PM** | s 9.00PM | 7.45AM |
| | | | | | 1222.1 | | 0.6<br>DOMINION | 124.3 | | | | |
| | | | | | 1222.5 | | 0.4<br>LIBRARY | 124.7 | | | | |
| 11 | | | | | 1222.8 | | 0.3<br>U. G. CO. | 125.0 | | | | |
| 5 | | f | f | | 1224.0 | | 1.2<br>HAMM | 126.2 | f | | f | |
| 3 Spur | | | | | 1225.3 | | 1.3<br>KINGDON | 127.5 | | | | |
| 13 | | f 7.57 | f 7.52 | | 1226.2 | | 0.9<br>RADIUM | 128.4 | f 8.43 | | f 8.48 | |
| 3 Spur | | f | f | | 1227.3 | | 1.1<br>BURCH | 129.5 | f | | f | |
| 2 Spur | | f | f | | 1229.3 | | 2.0<br>KISER | 131.5 | f | | f | |
| 16 | | f 8.07 | f 8.02 | | 1230.2 | | 0.9<br>CLAYPOOL | 132.4 | f 8.33 | | f 8.38 | |
| | | f | f | | 1231.0 | | 0.8<br>HILL ST. | 133.2 | f | | f | |
| Yard WYP | | s 8.15PM | s 8.10AM | | 1231.9 | TO-R | 0.9<br>MIAMI | 134.1 | 8.25AM | | 8.30PM | |
| | | | | | 1233.0 | | 1.1<br>INSPIRATION JCT. | 135.2 | | | | |
| | | | | | 1234.2 | | 1.2<br>LIVE OAK | 136.4 | | | | |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | | | (136.4) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | (8.05)<br>15.30 | (4.35)<br>29.26 | (0.30)<br>20.80 | (4.25)<br>28.01 | | | Time over district<br>Average speed per hour | | (4.25)<br>30.31 | (3.40)<br>33.74 | (0.30)<br>20.80 | (6.50)<br>18.10 |

**Rule S-72 Exception: No. 46 is superior to No. 47; No. 48 is superior to No. 49.**

## EASTWARD BOWIE SUBDIVISION WESTWARD

| Capacity of sidings in car lengths | Distance from San Francisco | | Time Table No. 101<br>May 3, 1931<br>Amster Branch<br>STATIONS | Distance from Globe |
|---|---|---|---|---|
| Yard BKWFTP | 1221.5 | TO-R | GLOBE | 0.0 |
| 12 | 1220.7 | | 0.8<br>AMSTER JCT. | 0.8 |
| 11 | 1225.2 | | 4.7<br>GARDNER | 5.5 |
| 51 Spur | 1225.3 | | 0.1<br>McGAW | 5.6 |
| 8 | 1225.4 | | 0.1<br>AMSTER | 5.7 |
| | | | (5.7) | |

McGaw—Derailer on tracks leading to right and left. Amster Branch included in Globe yard limits.

# SPECIAL INSTRUCTIONS

**RULE 2.** The following are designated watch inspectors:

| | |
|---|---|
| S. A. Pope, Manager of Time Service | 65 Market St., San Francisco |
| Yuma | Wm. Baird |
| Phoenix | C. A. Sheldon & H. H. Howard |
| Winkelman | J. C. Williams, Sr. |
| Tucson | Greenwald & Adams |
| Tucson | Geo. D. Davidson Co. |
| Nogales | E. M. Mather |
| Lordsburg | H. H. Conder |
| Globe | J. G. Cubitto |
| Miami | Elmer H. Fruhling |

**RULE 5.** Schedule time and train orders apply at junction switch at Picacho. First class trains meeting at Gila take siding at passenger station.

Schedule time and train orders for eastward first class trains applies Benson at the first crossover switch east of station and at Bowie at the east switch to the west yard.—No. 2 track, east yard Bowie, through No. 4 track to west lead of east yard, will be used as siding.—Normal position of east switch No. 2 track for this track.

**RULE 14.** At junction points when recalling flagman on diverging route use:
Four long and one short to recall flagman from the west.
Five long and one short to recall flagman from the east.
At Wellton and Picacho the Phoenix Line is diverging route.

These whistle signals apply on second main track between Phoenix and Kendall, and to westward Rio Grande Division trains at Mescal.

**OTHER ENGINE WHISTLE SIGNALS:**

For diverging route, one short, one long, one short.
For siding, one long, one short, one long.

**RULE 14 (M).** At Phoenix as follows: Eastward at 23rd Avenue; westward at 24th Street; instead of at station one mile board.

**RULE S.-72. Westward trains are superior to trains of the same class in the opposite direction.**

**RULE 83.** Trains may identify each other on double track Phoenix and on second main track and main track between Phoenix yard and Kendall while train in motion, but approaching trains must reduce speed to not exceed twenty miles per hour.

**RULE 83 (A).** Phoenix—Only first class trains register.

**RULE 83 (B).** Phoenix Yard—First class trains register by ticket.

Engineers of light engines arriving Tucson from East will leave register ticket form 2642 with engine dispatcher for operator to enter on the register.

Regular and extra trains will register by ticket at Mescal.

**RULE 83 (D).** Trains must obtain clearance before leaving Tempe via Tempe Branch, Maricopa via Maricopa Branch, Bowie, Globe.

Trains originating at Phoenix must obtain a clearance before leaving Phoenix Yard.

**RULE 93.** Yard limits—Are defined by yard limit signs at the following stations: Yuma, Phoenix, Mesa, Ray Jct., Hayden Jct., Gila, Tucson, Nogales, Benson, Bowie, Lordsburg, Safford, Globe, Miami.

**RULE 98.** Railroad crossings not interlocked:

South Line Crossing.—Gate with red signal normal position across South Line track. Before changing position of gate and making movement on South Line track, protect in each direction on Nogales Branch as per Rule 99.

**RULE 516.** Overlaps located at:

**Tyson**—(Overlap on signal 7852) Eastward trains.
**Clanton**—(Overlap on signal 8105) Westward trains.
**Athel**—(Overlap on signal 8203) Westward trains.
**Camel**—(Overlap on signal 8293) Westward trains.
**Gillespie**—(Overlap on signal 8496) Eastward trains.
**Crag**—(Overlap on signal 8589) Westward trains.
**23rd Ave. Phoenix**—(Overlap on signals 9022) Eastward trains.
(Overlap on signals 9053 and 9055) Westward trains.
**McQueen**—(Overlap on signal 9218) Eastward trains.
**Roskruge**—(Overlap on signal 9626) Eastward trains.
(Overlap on signal 9657) Westward trains.
**Cortaro**—(Overlap on signal 9704) Eastward trains.

**RULE 880.** Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineers on the district and firemen of less than one year's experience stand to help or double head a passenger train, they must handle the engine next to the train, the experienced men handle the leading engine.

**RULE 825.** This rule is extended. Includes spurs at Tyson, Clanton, Athel Camel and Crag.

### METHOD OF TRAIN DISPATCHING BETWEEN TUCSON AND MESCAL

(A) Tucson Division dispatchers will handle eastward track (No. 2) and Rio Grande Division dispatchers will handle westward track (No. 1) between Tucson and Mescal. Double track forms D-R and D-S must not be used. If, in event it becomes necessary to move a train against the current of traffic, it must be run extra, specifying the track to be used and single track rules will apply between such train and those moving normally. Dispatchers must create work extras only on their respective tracks.

(B) Tucson Division dispatchers may issue orders under form G example 1, and forms F and K applying westward Mescal to Tucson over westward track (No. 1).

(C) Rio Grande Division dispatchers may issue orders under form G example 1, and forms F and K applying eastward Tucson to Mescal over eastward track (No. 2).

(D) Before moving an eastward extra against the current of traffic on westward track (No. 1), a transfer of orders issued under form G example 1, and forms F and K applying between Mescal and Tucson must be obtained from dispatcher of eastward track (No. 2).

(E) Before moving a westward extra against the current of traffic on eastward track (No. 2), a transfer of orders issued under form G example 1, and forms F and K applying between Tucson and Mescal must be obtained from dispatcher of westward track (No. 1).

(F) Rio Grande Division eastward trains must obtain two clearances before leaving Tucson, one marked Tucson Division and one marked Rio Grande Division.

**RULE 83 (D)** will not apply at Mescal. Trains will be governed by the train order signal.

### USE OF RETAINING VALVES ON FREIGHT TRAINS

Retainers will be used on grades on trains of less than 100 Ms per operative brake, when necessary in the judgment of conductor and engineer and on trains of 100 Ms or more per operative brake as follows:

1.4% to 1.5% incl. one retaining valve for every 150 Ms in train
Over 1.5% to 1.8% “ “ “ “ “ “ 140 “ “ “
Over 1.8% to 2.2% “ “ “ “ “ “ 120 “ “ “
Over 2.2% “ “ “ “ “ “ 100 “ “ “

Speed of freight trains must not exceed twenty-five miles per hour. For the first five miles time consumed in traveling any one mile must not be less than three minutes.

These instructions will not affect the speed where maximum now specified is lower.

NORTH LINE—EASTWARD

| | |
|---|---|
| Mile Post 1023.6 to 1033.2 | 1.4% |
| Mile Post 1128.8 to 1131.6 | 1.4% |

WESTWARD

| | |
|---|---|
| Mile Post 1128.8 to 1118.5 | 1.4% |
| Mile Post 1041.5 to 1033.9 | 1.4% |

GLOBE BRANCH—EASTWARD

| | |
|---|---|
| Mile Post 1219.0 to 1220.7 | 2% |
| Mile Post 1221.6 to 1221.7 | 1.5% |
| Mile Post 1222.1 to 1222.8 | 2% |
| Mile Post 1226.3 to 1226.7 | 1.5% |
| Mile Post 1228.8 to 1229.2 | 1.4% |

WESTWARD

| | |
|---|---|
| Mile Post 1234.1 to 1232.6 | 3% |
| Mile Post 1231.0 to 1230.8 | 1.4% |
| Mile Post 1229.2 to 1228.8 | 1.4% |
| Mile Post 1219.0 to 1213.9 | 2.2% |

AMSTER TO GLOBE

| | |
|---|---|
| Mile Post 1225.4 to 1224.1 | 3% |
| Mile Post 1223.3 to 1220.9 | 3% |

PICACHO SUBDIVISION

| | |
|---|---|
| Hayden Mills to Hayden Junction | 2.2% |

### TRAIN AND AIR INSPECTION

Running air brake test must be made as follows:

Mohawk (Eastward and Westward)
Estrella (Westward)
Harqua (Westward)
Mescal (Eastward)
Dragoon (Westward)
Steins (Westward)
Pinal (Eastward and Westward)

Standing air brake test must be made by freight and mixed trains immediately before departure at:

Buchan or Estrella (Westward)
Gillespie or Harqua (Westward)
Mescal (Eastward)
Dragoon
Steins
Cutter (Westward)
Pinal
Amster

**RULE 827.** Freight trains may run not to exceed a distance of 55 miles without stopping for inspection, which does not relieve trainmen from making inspection wherever stops permit and other points specified in time table, or whenever it is necessary in the judgment of the conductor.

Freight trains on descending grade must stop five minutes for inspection at:

Saddle or Papago
Bosque or Ocapos
Tully or Sibyl
Hado or Willcox
Bawtry or San Simon

### AUTOMATIC BLOCK SYSTEM

When eastward trains are to meet or wait for opposing trains while occupying main track at Kendall, such trains will stop west of signal 9112.

Eastward trains on second main track will be governed by position of signals 9112 and 9113 before entering main track.

Signals No. 2 track Tucson to Esmond are double track signals. Signals Esmond to West switch Mescal are single track signals.

Between Tucson and Polvo, automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

**RULE 509.** When a block signal in advance of facing point oil buffer spring switch indicates "Stop," careful examination of switch must be made before passing over it.

### INTERLOCKING

### WELLTON

The two crossover switches 4,000 feet east and the two crossover switches 400 feet west of station are operated by signal operator.

Limits extend from two-arm signal on Gila Line and two-arm signal on Phoenix Line 4,000 feet east of station to light signal on westward track 400 feet west of station and to two-arm signal on eastward track 1,000 feet west of station.

The derail at east end of siding is electrically locked, and can be operated by trainmen only when released by signal operator.

### TUCSON, SIXTH AVENUE

Limits on westward track extend from dwarf signal at derail to signal 9835, and on eastward track from dwarf signal opposite signal 9835 to dwarf signal 500 feet east.

Signals permitted by Rule 628 may be given from tower.

### MESCAL

Interlocking signals of the Rio Grande Division will display indication in the upper quadrant.

Limits are between home signals governing east switch of east crossover and west switch of west crossover of the Rio Grande Division, and home signals governing east switches and west switches of sidings of the Tucson Division. Switches are controlled by signal operator, except switch leading from north siding to cinder track, to spur track, from south siding on both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-throw switches but must not be used until permission is secured from signal operator.

Where yellow hand signals cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switch by hand in event the remote control appliance is inoperative.

Whistle signals as follows:

Eastward trains enroute Tucson Division—two short, one long and two short.
Eastward trains enroute Rio Grande Division—one long and four short.
Eastward trains for south siding—one short, one long and one short.

Eastward trains south siding to Tucson Division—two short, one long and one short.

Eastward trains south siding to Rio Grande Division—one short, one long and two short.

Westward trains north siding to No. 1 track—two long and two short.

Westward trains Tucson Division enroute No. 1 track—one short and two long.

Westward trains Tucson Division enroute north siding—two short and two long.

Westward Rio Grande Division trains enroute No. 1 track—one long, one short and one long.

Westward trains from Rio Grande Division through east crossover and Tucson Division to No. 1 track—one short, two long and one short.

The beginning of the Tucson Division single track is at east switch of west crossover. The beginning of the Rio Grande Division single track is at east switch of east crossover.

### MISCELLANEOUS

When necessary to handle passenger equipment except official cars in freight trains, it must be placed next to caboose, providing rear end freight cars in train will permit.

Helpers may be placed behind caboose if of steel underframe construction and cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage, or more if necessary to cut in ahead of all rear end cars; or if in opinion of conductor conditions are favorable helpers may be put on head end of train.

## SPECIAL INSTRUCTIONS—Continued

Road engines double heading between Tucson and Lordsburg may be put on head end provided the tonnage is not in excess of 5000 Ms.

Trains and engines must stop and be preceded by a flagman before crossing 1st, 2nd, 3rd, and 4th Streets, Yuma. Engines must be attached to all cars handled over crossings.

At East Yard, normal position oil buffer spring switch end double track, for trains entering the double track. Rule 83, as it applies to the passing from double to single track, is modified permitting the registration of trains on Yuma register to apply at East Yard. If identification of trains on double track is made between Yuma and East Yard it will not be necessary to obtain a train order check of the same trains before passing from double to single track at East Yard. Trains moving in opposite directions on the double track must reduce speed sufficiently to permit identification. Rule 14 (k) must be applied between Yuma and East Yard. Westward trains reduce speed to 30 M. P. H. and eastward trains to 20 M. P. H. passing over this switch.

At Dome, operators, when on duty, will handle switches at west end of double track.

Engines placing loaded cars on highline spur track at Granite Spur will not handle more than two loads at one time, using sufficient other cars between the loads and engine to avoid engines passing highline spur switch.

Unless trains can get into clear at following stations it results in delays to trains flagging blocks between these stations and adjoining stations: Cowden, Jean, Tremaine, Falfa, Olberg.

Oil buffer switches located Phoenix yard west end freight main track, just east A. T. & S. F. wye, and east end double track.

Second main track between east end Phoenix yard and Kendall east switch, may be used by freight trains when authorized by train order. Single track rules apply.

Entrance to Tovera Packing Co. plant, Cactus, protected by gates, which must be kept closed and locked, when not in use.

Trains and engines must be preceded by a flagman before crossing Mill Avenue and 8th Street, Tempe, Tempe Branch.

Normal position of Christmas Branch switch near east end siding at McQueen is for Christmas Branch.

Light will not be displayed in train order signals at Gilbert, Magma, Florence, Ray Junction and Winkelman as required by Rule 221, except when train orders are to be delivered.

Between Buttes and Zellweger and between Rock Quarry and Christmas look out for rock and land slides.

Signal at Hayden Junction, governing movement of trains between Christmas Branch switch (1584 feet east of Hayden Junction) and Hayden Junction train-order office. Engineer will call for this signal by one long, one short and one long sounds and will not proceed until signal has been placed in proceed position. Normal position Christmas Branch switch for R. & G. V. Railroad.

Westward trains moving between Hayden and Hayden Junction on Christmas Branch and R. & G. V. Railroad, must stop, before fouling adjacent track.

Entrance to R. C. C. Co. plant, Hayden, protected by gates which must be closed and locked at night.

Serape is emergency water station.

Cars must not be detached in motion to spur at Peak.

Look out for cars on west leg of wye Picacho.

At Picacho, operators, when on duty, will handle switches near train-order office for movements to and from Phoenix Line and siding.

At Mohawk, eastward trains will use No. 2 track, and westward trains No. 1 track.

At Sentinel, westward trains except first-class, will use east siding; westward first-class and eastward trains west siding.

At Maricopa, scale track switches are lined for through train movement Maricopa Branch, connecting with track No. 3 to initial switch Picacho Subdivision. These tracks must be kept clear of cars and switches left lined accordingly.

At Stockham, normal position oil buffer spring switch end double track, for trains entering the double track. Rule 83, as it applies to the passing from double to single track, is modified permitting the registration of trains on Tucson register to apply at Stockham. If identification of trains on double track is made between Tucson and Stockham it will not be necessary to obtain a train order check of the same trains before passing from double to single track at Stockham. Trains moving in opposite directions on the double track must reduce speed sufficiently to permit identification. Rule 14 (k) must be applied between Tucson and Stockham. Westward trains reduce speed to 20 M. P. H. and eastward trains to 30 M. P. H. passing over this switch.

Eastward trains, except first class, must not pass South Line Jct. without permission from yardmaster.

At least 15 hand brakes on west end and 10 hand brakes on east end must be set on all freight trains arriving North yard, Tucson. These brakes must be set with brake club after train has stopped. Brakes to be set commencing at the west and east ends of train or cut. An employe releasing any of these brakes will be held responsible to see that the same number are set before releasing.

At least seven hand brakes must be set on west end of each cut of cars in P. F. E. yard, Tucson, except on S. P. tracks Nos. 1, 2 and 3, at least fifteen hand brakes must be set.

At Tucson, on passenger trains after engine is spotted for taking oil, two hand brakes must be set on the head end and two on rear end.

Look out for ice and rubbish alongside tracks P. F. E. yard, Tucson.

Trains and engines must be preceded by a flagman before crossing Congress St., Tucson.

Back-up hose must be used by yard engines making back up movements with cars between North and South yards, Tucson.

Westward trains except first class and light engines must not pass crossover switch near signal 9851 Tucson yard without proceed signal from yardman.

Esmond is emergency water station.

Eastward trains take full tank water at Benson and avoid taking water at Sibyl, unless dispatcher instructs otherwise. Westward trains take water at Sibyl only when it will avoid stopping at Benson.

Helper engines must not make continued backward movement between Steins and San Simon and must turn at San Simon before tying up.

Take a full tank of water at Tanque and Geronimo and avoid taking water at Safford.

Between Calva and Peridot look out for rock and land slides.

Back-up hose must be used when delivering cars to O. D. Co. transfer Globe.

A flagman must precede all movements over street at Solwico, Globe.

Eastward trains and engines must stop before crossing Murphy Street, Globe.

A flagman must precede all movements over Mills Street, Latham Blvd., and junction of Adonis and Keystone Avenues, Miami.

### DERAILS IN MAIN TRACK AS FOLLOWS:

250 feet east of west switch Christmas.
579 feet west of west switch Nogales, may be run through by eastward trains.
165 feet east of South Line Crossing on South Line.
173 feet east of junction switch at Amster Jct.

### FOLLOWING TRACKS NOT TO BE USED BY 3600 OR HEAVIER CLASS ENGINES

Tempe Branch.
Maricopa Branch sidings.
Christmas Branch between Winkelman and Christmas.
Christmas Branch sidings and spurs.

### FOLLOWING TRACKS NOT TO BE USED BY 3200 OR HEAVIER CLASS ENGINES

| | |
|---|---|
| Blaisdell | Spur. |
| Granite Spur | Spur (except 3600—Class F-1, engines may use tracks No. 1 and 2 between main line switch and high-line switch only). |
| Wellton | Spur. |
| Tacna | Spur. |
| Colfred | Spur. |
| Pembroke | Spur. |
| Mohawk | West Spur. |
| Stoval | Spur. |
| Musina | Spur. |
| Aztec | House between east end freight platform and east switch. |
| Stanwix | Spur. |
| Delosa | Wye. |
| Sentinel | House and Pump Spur. |
| Tartron | Spur. |
| Smurr | Spur. |
| Maricopa | North House. |
| | No. 4. |
| | No. 5. |
| | South Leg Wye. |
| | Pump House Spur. |
| Casa Grande | Stock. |
| Eloy | East Lettuce Spur (South side). |
| Hassayampa | Wye. |
| Buckeye | Standard Oil and Boswell Gin Spurs. |
| Kendall | South Track between Kendall and Cactus Reduction Plant. |
| Tempe | Tempe Milling Co., Phoenix Mill and Gravel Pit Spurs, East Leg Wye, House Track, Tracks 2 and 3. |
| Mesa | Sawdey & Hunt Spur. |
| | Standard Oil Spur. |
| | Texas Oil Spur. |
| | Shell Oil Spur. |
| | Independent Cotton & Oil Co. Spur. |
| | Mutual Cotton Oil Spur. |
| | Melon Track. |
| North Mesa | Lettuce Track. |
| Mesa Branch | Spurs. |
| Nogales Branch. | |
| Benson | Oil Spur, Team, South Coal, Hotel. |
| Middle Yard wye track; except in emergency SP-1, SP-2, F-1, F-3, F-4, F-5, MK-5, MK-6. MK-7, MK-8 and MK-9 class engines may turn on wye, but must head onto east leg. | |
| Fairbank Branch yard and wye. | |
| Cochise | Wye, South House, Cochise Branch. |
| Willcox | Spur Track from Stock Track. |
| Bowie | Oil Spur East of West End of Pump House. |
| Lordsburg | Transfer and House Tracks, A. & N. M. Yard. |
| Globe Branch. | |

### FOLLOWING TRACKS NOT TO BE USED BY ABOVE CLASS ENGINES NOR BY CONSOLIDATION OR ATLANTIC TYPE ENGINES:

| | |
|---|---|
| Buckeye | Mutual Cotton Oil and Gin Spurs. |
| Litchfield Branch. | |

South Track between Cactus Reduction Plant and Salt River Bridge (Nor by 1800 class.)

| | |
|---|---|
| Tempe Branch | Sidings and Rock Quarry Spur. |
| Frankenburg | Spur (nor by 1800 class). |
| Tempe Pumping Plant | Spur. |

Mesa Branch east of Creamery and 2000 feet west of West Switch, North Mesa. (Nor by 1800 class.)

| | |
|---|---|
| Mesa | Drew's Spur (must back in). |
| Magma | Spur. |
| Munn | Spur. |
| Buttes | Spur. |
| Finney | Spur. |
| Casaba Branch | (Nor by 1800 class.) |
| West Chandler | Wye and Stock Corrals. |
| Sacate | Wood spur. |

**Engines must not use:**

Elevated trestle north of Mesa used by electric light plant for unloading.

Spurs: Florence, Burns, Sacate.

| | |
|---|---|
| Red Rock | Pump Spur, Arizona Southern Tracks, including Wye. |

# SPECIAL INSTRUCTIONS—Continued

## SPEED RESTRICTIONS

**MAXIMUM SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR EXCEPT THAT BETWEEN YUMA AND TUCSON, VIA EITHER PHOENIX LINE OR GILA LINE, BETWEEN MANZORO AND DRURY AND BETWEEN BOWIE AND EAST SWITCH BAWTRY THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR.**

**MAXIMUM SPEED OF FREIGHT OR MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT BETWEEN YUMA AND TUCSON, VIA EITHER PHOENIX LINE OR GILA LINE, BETWEEN MANZORO AND DRURY AND BETWEEN BOWIE AND EAST SWITCH BAWTRY THE MAXIMUM SPEED MUST NOT EXCEED 40 MILES PER HOUR.**

**NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG. AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.**

**NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.**

**MAXIMUM SPEED OF SP-1, SP-2, F-1, F-3, F-4, AND F-5 CLASS ENGINES IN PASSENGER SERVICE IS AS FOLLOWS:**

**(a) Tangent track—45 miles per hour.**

**(b) Type F1 (Nos. 3600 to 3652 Incl.). Restricted to same speeds on curves as applicable to other passenger power.**

**(c) Type F3-F4-F5 (Nos. 3653 upward) and SP1-SP2. Restricted to 25 miles per hour on curves of 7 to 10 degrees inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.**

**MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED AND MIKADO ENGINES (57 INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR. MIKADO ENGINES (63 INCH DRIVERS) IN PASSENGER SERVICE 50 MILES PER HOUR.**

**Trains must not exceed the speed in miles per hour shown below:**

| Page | BETWEEN | Passenger | Freight or mixed | Engines or Motor cars Backing |
|---|---|---|---|---|
| ...... | Through interlocking limits with caution | ...... | ...... | ...... |
| ...... | Through crossovers, turnouts, except Dome, and two east crossovers Wellton | 10 | 10 | 10 |
| 2-3 | Yuma yard, Colorado River bridge and switch 800 ft. east of subway | 15 | 15 | 15 |
| 2-3 | Dome, and two east crossovers Wellton | 20 | 20 | 15 |
| 2-3-4-5 | Phoenix yard, 19th Ave. and 18th St. | 15 | 15 | 15 |
| 4-5 | Kendall and Phoenix yard limits (second track) | 25 | 25 | 15 |
| 4-5 | Kendall and Salt River bridge (south track) | 15 | 15 | 15 |
| 4-5-7 | Mesa yard, west switch and east city limits | 20 | 20 | 20 |
| 4-5 | Tucson, North yard, South Line Jct. and signal 9851 | 15 | 15 | 15 |
| 4-5 | Tucson, North yard, westward main track, signal 9883 and signal 9851 | .. | 20 | 20 |
| 6 | Two east crossovers Wellton | 20 | 20 | 15 |
| 6 | Litchfield Branch | 20 | 20 | 15 |
| 6 | Maricopa Branch | 45 | 35 | 20 |
| 6 | Maricopa, east leg wye | 20 | 20 | 20 |
| 6-7 | Gila yard, west and east switches | 15 | 15 | 15 |
| 7 | Tempe Branch | 20 | 20 | 15 |
| 7 | Mesa Branch | 15 | 15 | 15 |
| 7 | Casaba Branch | 20 | 20 | 15 |
| 7 | Florence Branch | 30 | 30 | 20 |
| 8 | Mescal interlocking limits, turnouts and on east connections, and turnouts and on west connections, when using normal route | 35 | 25 | 15 |
| 8 | Mescal, other crossovers and turnouts | 15 | 15 | 10 |
| 8 | Benson yard | 30 | 30 | 20 |
| 8 | Bowie yard, west and east switches | 15 | 15 | 15 |
| 9 | McQueen and Price | 40 | 30 | 20 |
| 9 | Price and Christmas | 30 | 30 | 20 |
| 9 | Ray Junction yard | 15 | 15 | 15 |
| 9 | Hayden Junction yard | 15 | 15 | 15 |
| 9 | R. & G. V. R. R. | 15 | 15 | 15 |
| 9 | Tucson, South yard, South Line Jct. and South Yard Jct. | 15 | 15 | 15 |
| 9 | Tucson yard, South Line Crossing and North yard, via Nogales Branch | 15 | 15 | 15 |
| 9 | Tucson and Nogales | 40 | 35 | 20 |
| 9 | Calabasas, east wye switch | 15 | 15 | 15 |
| 9 | Nogales yard | 20 | 20 | 20 |
| 10 | Bowie-Miami | 40 | 30 | 20 |
| 10 | Bowie yard | 15 | 15 | 15 |
| 10 | Safford yard | 15 | 15 | 15 |
| 10 | Globe yard | 15 | 15 | 15 |
| 10 | Globe, Broad Street crossing | 6 | 6 | 6 |
| 10 | Globe, Old Dominion high line | 10 | 10 | 10 |
| 10 | Miami yard | 15 | 15 | 15 |
| 10 | Miami yard limits-Live Oak | 15 | 15 | 10 |

## SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

| Page | STATION | M. P. H. |
|---|---|---|
| 2, 3 | Yuma street crossings | 5 |
| 4, 5, 7 | Tempe | 20 |
| 4, 5 | Chandler | 20 |
| 8 | Willcox | 30 |
| 9 | Nogales | 20 |
| 11 | Safford | 15 |
| 11 | Pima | 15 |

## SPEED RESTRICTIONS—Contined.

| OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS: | M. P. H. |
|---|---|
| 4300 class and heavier—passenger and freight service, Maricopa Branch | 30 |
| 2900 class, 4200 class—in passenger service | 40 |
| 4000 class—in passenger service | 35 |
| Mk-4 class passenger service | 35 |
| Mk-4 class freight service | 25 |
| Mikado engines between Winkelman and Christmas | 20 |
| Yard engines | 20 |
| Engines backing coupled in trains or light, on main line | 25 |
| “ “ “ “ “ “ “ other lines | 20 |
| Engines with broken spring hangers | 25 |
| Engines with main rod only removed | 30 |
| Engines with side rods only removed | 30 |
| Engines with both main and side rods removed | 20 |
| Trains handling steam derrick on tangent track, and will observe other speed restrictions for freight trains | 25 |

Engines running light forward must not exceed the maximum speed permitted freight trains unless otherwise directed, except TW class must not exceed 30 miles per hour and the following classes must not exceed 35 miles per hour:

T-1, 2, 7 to 23, 28, 31, 34, 36;
T-3, 5, 25, 26, 32, 33, 37, 40;
C-2 to 10, inclusive;
C-18 to 23, inclusive;
MK-5, 6, 7, 8, 9;
F-1, 3, 4, 5, 6;
SP-1, 2, 3.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

## SPEED TABLE

| Miles per Hour | 1 Mile in Min. Sec. | Miles per Hour | 1 Mile in Min. Sec. | Miles per Hour | 1 Mile in Min. Sec. | Miles per Hour | 1 Mile in Min. Sec. | Miles per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|---|---|
| 6 | 10.00 | 21 | 2.51 | 31 | 1.56 | 41 | 1.27 | 51 | 1.11 |
| 8 | 7.30 | 22 | 2.43 | 32 | 1.52 | 42 | 1.25 | 52 | 1.09 |
| 10 | 6.00 | 23 | 2.36 | 33 | 1.49 | 43 | 1.23 | 53 | 1.08 |
| 12 | 5.00 | 24 | 2.30 | 34 | 1.45 | 44 | 1.21 | 54 | 1.07 |
| 15 | 4.00 | 25 | 2.24 | 35 | 1.42 | 45 | 1.20 | 55 | 1.06 |
| 16 | 3.45 | 26 | 2.18 | 36 | 1.40 | 46 | 1.18 | 56 | 1.04 |
| 17 | 3.31 | 27 | 2.13 | 37 | 1.37 | 47 | 1.16 | 57 | 1.03 |
| 18 | 3.20 | 28 | 2.08 | 38 | 1.34 | 48 | 1.15 | 58 | 1.02 |
| 19 | 3.09 | 29 | 2.04 | 39 | 1.33 | 49 | 1.13 | 59 | 1.01 |
| 20 | 3.00 | 30 | 2.00 | 40 | 1.30 | 50 | 1.12 | 60 | 1.00 |

## STRUCTURES LESS THAN STANDARD CLEARANCE

| Mile Post | Description | |
|---|---|---|
| 733.0 | Yuma, ice platforms | Side |
| 755.2 | Granite Spur, chute on crusher track will not clear car higher than ballast car. | |
| 778.0 | Gila River bridge | Side |
| 891.0 | Agua Fria River bridge | Side |
| 907 | Phoenix, ice platform | Side |
| 914 | Salt River bridge | Side |
| 914.4 | Tempe, Tempe Milling Co. spur | Side |
| 921.8 | Mesa, Texas Oil Co., Drew's spur and ice platform | Side |
| 959.3 | Gila River bridge | Side |
| 972.4 | Tunnel No. 1 (Christmas Branch) | Overhead and Side |
| 972.5 | Gila River bridge (Christmas Branch) | Side |
| 975.4 | Rock cut (Christmas Branch) | Side |
| 985.3 | Gila River bridge (Christmas Branch) | Side |
| 987.8 | Ray Junction, water tank spout | Overhead and Side |
| 1007.0 | Finney, ore chute | Side |
| 1029.6 | Tubac, water tank spout | Overhead and Side |
| 1121.1 | Nogales, ice platform | Side |
| 1008.1 | Cienega Creek bridge | Side |
| 1033.6 | San Pedro River bridge | Side |

## STRUCTURES LESS THAN STANDARD CLEARANCE—Continued.

| Mile Post | Description | |
|---|---|---|
| 1114.2 | San Simon, water tank spout | Overhead and Side |
| 1137.5 | Safford, water tank and spout | Overhead and Side |
| 1164.2 | Geronimo, water tank and spout | Overhead and Side |
| 1201.0 | San Carlos, water tank and spout | Overhead and Side |
| 1221.5 | Globe, bins and powerhouse—river track | Side |
| | platforms and buildings house track | Side |
| | scale house, tracks No. 4 and 6 | Side |
| | lumber shed, track No. 11 | Side |
| | engine shed, fire hose house and 4 oil stand pipes—oil track | Side |
| | warehouse, Solwico spur | Side |
| 1231.9 | Miami, fence, Texas & Standard Oil track | Side |
| | oil tanks and coal bins Texas Oil track | Side |
| 1234.1 | Inspiration spur, chute | Side |
| 1225.4 | Amster, ore chute, S. & B. mine spur | Overhead and Side |
| | All water stations, pile driver S. P. 2534 will not clear water spouts on Globe Branch | |

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

## SURGEONS

| Location | | Name | Title |
|---|---|---|---|
| San Francisco | Cal. | Dr. W. B. Coffey | Chief Surgeon and Manager |
| Yuma | Ariz. | Dr. John W. Stacey | District Surgeon |
| Yuma | “ | Dr. Charles S. Powell | Asst. District Surgeon |
| Yuma | “ | Dr. W. C. Cain | Acting District Surgeon |
| Litchfield | “ | Dr. R. L. Penn | District Surgeon |
| Buckeye | “ | Dr. G. C. Rubel | District Surgeon |
| Phoenix | “ | Dr. Geo. M. Brockway | District Surgeon |
| Phoenix | “ | Dr. A. M. Tuthill | Assistant District Surgeon |
| Phoenix | “ | Dr. J. E. Drane | Assistant District Surgeon |
| Phoenix | “ | Dr. D. F. Harbridge | Oculist |
| Phoenix | “ | Dr. W. A. Schwartz | Aurist |
| Phoenix | “ | Dr. Win Wylie | Consulting Surgeon |
| Phoenix | “ | Dr. W. O. Sweek | Consulting Surgeon |
| Tempe | “ | Dr. R. J. Stroud | District Surgeon |
| Mesa | “ | Dr. R. F. Palmer | District Surgeon |
| Mesa | “ | Dr. George C. Truman | District Surgeon |
| Chandler | “ | Dr. Jas. M. Meason | District Surgeon |
| Coolidge | “ | Dr. H. E. Pinkerton | Emergency Surgeon |
| Gilbert | “ | Dr. L. M. Thompkins | Emergency Surgeon |
| Florence | “ | Dr. G. E. Huffman | District Surgeon |
| Ray | “ | Dr. C. E. Utzinger | District Surgeon |
| Hayden | “ | Dr. F. R. Winslow | District Surgeon |
| Gila | “ | Dr. G. T. Wells | District Surgeon |
| Casa Grande | “ | Dr. J. E. Redden | District Surgeon |
| Tucson | “ | Dr. C. A. Thomas | Division Surgeon |
| Tucson | “ | Dr. S. C. Davis | Division Surgeon |
| Tucson | “ | Dr. J. B. Littlefield | Assistant Surgeon |
| Tucson | “ | Dr. V. G. Presson | Assistant Surgeon |
| Tucson | “ | Dr. R. A. Wilson | Assistant Surgeon |
| Tucson | “ | Dr. M. C. Comer | Oculist and Aurist |
| Tucson | “ | Dr. T. H. Cates | Assistant Oculist and Aurist |
| Nogales | “ | Dr. W. F. Chenoweth | District Surgeon |
| Benson | “ | Dr. J. N. Morrison | District Surgeon |
| Benson | “ | Dr. R. E. Yellot | District Surgeon |
| Cochise | “ | Dr. J. B. Ellis | District Surgeon |
| Willcox | “ | Dr. J. C. Wilson | District Surgeon |
| Willcox | “ | Dr. B. E. Briscoe | Assistant District Surgeon |
| Bowie | “ | Dr. F. W. Parrish | District Surgeon |
| Lordsburg | N. M. | Dr. C. P. Austin | District Surgeon |
| Lordsburg | “ | Dr. C. B. Austin | Assistant District Surgeon |
| Safford | Ariz. | Dr. J. N. Stratton | District Surgeon |
| Rice | “ | Dr. S. M. Laughlin | District Surgeon |
| Globe | “ | Dr. Clarence Gunter | District Surgeon |
| Globe | “ | Dr. R. D. Kennedy | Assistant District Surgeon |
| Globe | “ | Dr. W. A. Holt | Consulting Surgeon |
| Miami | “ | Dr. C. M. Cron | District Surgeon |
| Miami | “ | Dr. J. E. Bacon | Assistant District Surgeon |
| Miami | “ | Dr. E. L. Christenson | Oculist and Aurist |

## HOSPITALS

| | |
|---|---|
| General Hospital, Southern Pacific Hospital | San Francisco, Calif. |
| Division Hospitals, St. Mary's Hospital | Tucson, Ariz. |
| St. Joseph's Hospital | Phoenix, Ariz. |

## LOCATION HOSPITAL STRETCHERS

Yuma, Gila, Maricopa, Phoenix, Tempe, Ray Junction, Tucson, Benson, Bowie, Lordsburg, Globe.

## AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| Class | All Steel | Steel Under-Frame | Wood |
|---|---|---|---|
| Baggage, 60 ft. | 93,070 | | |
| " 66 ft. | 127,610 | | |
| " 70 ft. | 122,620 | | |
| " | | 87,120 | 81,120 |
| " (Dynamo) | 98,730 | | |
| Baggage and Mail, 60 ft. | 103,620 | | |
| " " " 69 ft. | 124,760 | | |
| " " " 70 ft. | 129,140 | | |
| " " " | | 103,590 | 99,200 |
| Baggage and Passenger | 108,675 | 112,640 | 76,320 |
| Baggage (CM&StP) | 125,000 | | |
| Express, Refr. (NP RR) | | 74,000 | 60,000 |
| " " (GN RR) | | | 70,000 |
| " " (A. R. E.) No. 40- 154 | | 78,000 | |
| " " " " " " 155- 224 | | 89,000 | |
| " " " " " " 500- 506 | | 110,000 | |
| " " " " " " 1101-1175 | | 85,000 | |
| " " (P. F. E.) " 500- 799 | | 83,000 | |
| Tea and Silk | | | 48,180 |
| Express, Horse | 133,050 | | 81,033 |
| Postal | 112,120 | | |
| Postal Storage, 40 ft. | 74,530 | | |
| " " 60 ft. | 105,120 | | |
| Club | 146,210 | 122,300 | |
| Official | 170,700 | 155,370 | 109,370 |
| " (CM&StP) | 141,000 | | |
| Chair | 100,620 | | 84,740 |
| Coaches, 60 ft. | 98,130 | | |
| " 70 ft. | 137,640 | | |
| " 72 ft. | 139,660 | | |
| " 73 ft. | 148,040 | | |
| " 72 ft. Interurban | 120,000 | | |
| " (CM&StP) | 133,000 | | |
| " | | | 81,210 |
| All-Day Lunch, Chair | 105,970 | | |
| " " Coach | 103,875 | | |
| Cafe-Coach | | | 117,200 |
| Diner, 70 ft. | | 135,930 | 131,040 |
| " 72 ft. | 155,330 | 146,930 | 134,530 |
| " 77 ft. | 157,240 | 165,530 | |
| " 79 ft. | 169,100 | | |
| Cafe-Observation | 148,950 | | 128,550 |
| Observation | | 141,870 | 121,300 |
| Pullman Observation | 163,600 | 153,000 | |
| " Parlor | 155,600 | 147,500 | |
| " Standard Sleeper | 164,600 | 144,000 | |
| " Tourist | 140,600 | 133,000 | |
| (CM&StP) Tourist Sleeper | 141,000 | | |
| Rail Car, Gas & Electric | 143,360 | | |
| " " McKeen, 55 ft. | 64,140 | | |
| " " " 70 ft. | 71,530 | | |
| Observation (Open Top) | | | 62,000 |

## DIVISION MILEAGE

### Main Lines

| | | | | |
|---|---|---|---|---|
| Yuma to Lordsburg | S. P. R. R. | | 412.60 | |
| Tucson to South Yard Junction | E. P. & S. W. R. R. | | 7.69 | |
| Wellton to Picacho via Phoenix | A. E. R. R. | 195.91 | | |
| | P. & E. R. R. | 13.10 | 209.01 | |
| Total Main Lines | | | | 629.30 |

### Branches

| | | | | | |
|---|---|---|---|---|---|
| Amster | A. E. R. R. | Amster Jct. to Amster | | 4.88 | |
| Benson-Fairbank | S. P. R. R. | Benson Jct., Nogales Branch to Benson, Initial Point E. P. & S. W. R. R. | | .64 | |
| Casaba | A. E. R. R. | Pozo Jct. to Casaba | | 4.79 | |
| Christmas | P. & E. R. R. | Tempe to Christmas | 75.25 | | |
| | A. E. R. R. | McQueen to Christmas | 12.76 | | |
| | R. & G. V. R. R. | Hayden Jct. to Hayden | .32 | 88.33 | |
| Cochise-Douglas | S. P. R. R. | Cochise to Initial Point A.E.R.R. | .04 | | |
| | A. E. R. R. | At Cochise | 1.26 | 1.30 | |
| Florence | A. E. R. R. | Florence Jct. to Poston | | 6.04 | |
| Globe | A. E. R. R. | Bowie to Inspiration Jct. | | 136.15 | |
| Hansen | A. E. R. R. | West Chandler to Hansen | | 2.17 | |
| Litchfield | A. E. R. R. | Litchfield to Litchfield Park | | 4.92 | |
| Maricopa | A. E. R. R. | Maricopa to Tempe Jct. | | 25.78 | |
| Mesa | A. E. R. R. | Phoenix & Eastern Jct. to Mesa | | 7.25 | |
| Nogales | S. P. R. R. | At Tucson | .63 | | |
| | T. & N. R. R. | T. & N. R. R. Jct. to Calabasas | 55.38 | | |
| | N. M. & A. R. R. | Calabasas to Nogales | 9.80 | 65.81 | |
| Total Branches | | | | | 348.06 |
| Total | | | | | 977.36 |

## RATING OF LOCOMOTIVES—TUCSON DIVISION

### IN Ms OF 1,000 LBS. BACK OF TENDER

| Nominal Class | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Yuma to Tucson Via Gila | Tucson to Yuma Via Gila | Yuma to Tucson Via Phoenix | Tucson to Yuma Via Phoenix | Tucson to Nogales | Nogales to Tucson | Maricopa and Tempe Jct. | McQueen to Christmas | Christmas to McQueen | Pozo Jct. and Casaba |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Helper | Single | Single | Single | Single | Single | Single | Single | Single | Single |
| M- 4 | M-63 20/28 126 | 1615 to 1719 | 190 | 3050 | 2900 | 3050 | 2900 | | | 4100 | 3150 | 3750 | 3000 |
| M- 4 | M-63 20/28 128-S | | | | | | | | | | | | |
| M- 4 | M-63 20/28 135-S | | | | | | | | | | | | |
| M- 9 | M-63 21/28 150-S | 1828 to 1830 | 210 | 3950 | 3800 | 3950 | 3800 | | | 5050 | 4100 | 4900 | 3900 |
| M-11 | M-63 22/28 153-S | 1832 to 1835 | 200 | 4150 | 3950 | 4150 | 3950 | | | 5250 | 4250 | 5100 | 4100 |
| M-11 | M-63 22/28 162-SF | | | | | | | | | | | | |
| T- 1 | T-63 20/26 112 | 2235 to 2273 | 180 | 2700 | 2600 | 2700 | 2600 | | | | | | |
| T- 2 | T-63 19/24 105 | 2221 to 2230 | 160 | 1950 | 1850 | 1950 | 1850 | 1350 | 1700 | | | | |
| T- 5 | T-69 19/24 112-S | 2210 | 180 | 2100 | 2050 | 2100 | 2050 | 1450 | 1900 | 2700 | 2150 | 2600 | 2100 |
| T-33 | T-69 20/24 112-S | 2211 | 180 | 2350 | 2250 | 2350 | 2250 | 1650 | 2100 | 3000 | 2400 | 2850 | 2350 |
| C-9, 10 | C-57 22/30 200-SF | 2513 to 2599, 2698 to 2860 | 210 | 4800 | 4600 | 4800 | 4600 | 3000 | 4100 | 6760 | 4700 | 5600 | |
| C-9, 10 | C-57 22/30 194-S | | | | | | | | | | | | |
| C- 8 | C-57 22/30 192-S | | | | | | | | | | | | |
| TW- 3 | TW-50 20/26 120 | 2932 to 2945 | 170 | 3050 | 2900 | 3050 | 2900 | 2050 | 2600 | | | | |
| A- 3 | A-81 20/28 112-S | 3025 to 3071 | 210 | 2650 | 2600 | 2650 | 2600 | 1850 | 2350 | 3450 | 2750 | 3300 | 2650 |
| A- 5 | A-81 20/28 108-S | 3072, 3074 | | | | | | | | | | | |
| A- 5 | A-81 21/28 108-S | 3073 | 210 | 2950 | 2900 | 2950 | 2900 | 2050 | 2650 | 3800 | 3050 | 3700 | 2950 |
| P-12 | P-73 27/28 189-S-F | 3120 to 3129 | 190 | 5000 | 4750 | 5000 | 4750 | | | | | | |
| Mk-2, 4 | Mk-57 23½/30 206-S | 3200 to 3240 | 210 | 5600 | 5400 | 5600 | 5400 | | | 7400 | 5650 | 6750 | |
| Mk- 4 | Mk-57 23½/30 206-SF | | | | | | | | | | | | |
| Mk-5, 6 | Mk-63 26/28 210-S | 3241 to 3277 | 210 | 6000 | 5750 | 6000 | 5750 | | | 7700 | 6100 | 7300 | |
| Mk-5, 6 | Mk-63 26/28 210-SF | | | | | | | | | | | | |
| Mk-7, 8, 9 | Mk-63 29/30 257-SF | 3300 to 3324 | 176 | 5700 | 6350 | 5700 | 6350 | | | | | | |
| Mk-7, 8, 9 | Mk-63 29/30 247-S | | | | | | | | | | | | |
| F- 1 | F-63 27½/32 273-S | 3600 to 3652 | 200 | 5900 | 6700 | 5900 | 6700 | | | | | | |
| F-4, 5 | F-63 29½/32 306/B-61-SF | 3668 to 3763 | 200 | 6600 | 8000 | 6600 | 8000 | | | | | | |
| F- 5 | F-63 29½/32 306/B-62-SF | 3764 to 3768 | | | | | | | | | | | |
| Mt-1,3,4,5 | Mt-73 28/30 246/B-60-SF | 4300 to 4376 | 210 | 5700 | 6400 | 5700 | 6400 | | | | | | |
| | | | | Helper 0.5 Yuma to East Yard Helper 1.0 Except Helper C-8, 9, 10 with Classes Mk-7, 8, 9 F-1, 4, 5; Mt-1, 3, 4 Pembroke to Mohawk, Lava to Sentinel, Gila to Estrella | Double Kim to Mohawk | Double Saddle to Harqua | | | | | | | |

## RATING OF LOCOMOTIVES—TUCSON DIVISION—Continued

| | | | | EASTWARD | | | | WESTWARD | | | | | EASTWARD | | | | | WESTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nominal Class | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Tucson-Mescal | Benson-Dragoon San Simon Steins | Mescal-Benson Dragoon-Willcox Raso-San Simon Steins-Conrad Pyra-Lordsburg | Willcox-Raso Conrad-Pyra | Lordsburg-Pyra | Pyra-Mondel Steins-San Simon Raso-2 M. E. Cochise Dragoon-Benson Mescal-Tucson | San Simon Bowie | Bowie-Raso 2 M. E. Cochise-Dragoon | Mondel-Steins Benson-Mescal | Bowie-San Carlos | San Carlos Cutter | Cutter-Pinal | Pinal-Globe | Globe-Miami | Miami-Globe | Globe-Pinal | Pinal-San Carlos | San Carlos Tanque | Tanque-Bowie |
| T-36 | T-63 20/26 118 | 2103 and 2104 | 190 | 1500 | 1150 | 5000 | 2200 | 2200 | 5000 | 2800 | 1700 | 1150 | 2850 | 1750 | 750 | 5000 | 1150 | 800 | 750 | 5000 | 2400 | 1900 |
| T-37 | T-70 24/28 146-S | 2105 and 2106 | 176 | 1900 | 1450 | 6500 | 2900 | 3250 | 6500 | 3700 | 2200 | 1450 | 3700 | 2250 | 950 | 6000 | 1500 | 1050 | 950 | 6000 | 3150 | 2400 |
| TW-3 | TW-50 20/26 120 | 2932 to 2945 | 170 | 1600 | 1250 | 6000 | 2400 | 2650 | 6000 | 2950 | 1850 | 1250 | 3200 | 1950 | 850 | 7000 | 1300 | 900 | 850 | 7000 | 2700 | 2100 |
| C-8, 9, 10 | C-57 22/30 192-S<br>194-S<br>200-SF | 2700 to 2860<br>2513 to 2599 | 210 | 2500 | 1950 | 8000 | 3750 | 4150 | 8000 | 4650 | 2900 | 1950 | 4900 | 3000 | 1310 | 8000 | 2000 | 1400 | 1310 | 8000 | 4170 | 3220 |
| C-19 | C-57 22½/28 178-S | 3410 to 3426 | 200 | 2300 | 1800 | 8000 | 3600 | 4000 | 8000 | 4450 | 2750 | 1900 | 4500 | 2750 | 1200 | 8000 | 1850 | 1300 | 1200 | 8000 | 3850 | 3000 |
| P-12 | P-73 27/28 189-S | 3120 to 3129 | 190 | 2600 | 2000 | 8000 | 3900 | 4350 | 8000 | 4900 | 3000 | 2000 | 4850 | 2980 | 1300 | 8000 | 1980 | 1390 | 1300 | 8000 | 4100 | 3200 |
| Mk-5, 6 | Mk-63 26/28 210-S | 3241 to 3277 | 210 | 3050 | 2400 | 8000 | 4550 | 5050 | 8000 | 5650 | 3500 | 2400 | | | | | | | | | | |
| Mk-7, 8, 9 | Mk-63 29/30 257-SF<br>247-S | 3300 to 3324 | 176 | 3500 | 2750 | 8000 | 5200 | 5800 | 8000 | 6500 | 4000 | 2750 | | | | | | | | | | |
| F-1 | F-63 27½/32 273-S | 3600 to 3652 | 200 | 3700 | 2900 | 10000 | 5500 | 6100 | 10000 | 6850 | 4250 | 2900 | | | | | | | | | | |
| F-3 | F-63 29½/32 307-S | 3653 to 3667 | 200 | 4200 | 3300 | 10000 | 6300 | 7000 | 10000 | 7800 | 4850 | 3300 | | | | | | | | | | |
| F-4, 5 | F-63 29½/32 306-SF | 3668 to 3768 | 200 | 4750 | 3750 | 10000 | 7100 | 7850 | 10000 | 8800 | 5450 | 3750 | | | | | | | | | | |
| Mt-1, 3, 4 | Mt-73 28/30 246/B-60-SF | 4300 to 4362 | 210 | 3800 | 2950 | 10000 | 5650 | 6300 | 10000 | 7050 | 4350 | 2950 | | | | | | | | | | |
| Mt-2 | Mt-73 29/30 262-SF | 4385 to 4390 | 210 | 3550 | 2800 | 10000 | 5350 | 5950 | 10000 | 6700 | 4100 | 2800 | | | | | | | | | | |
| SP-1<br>SP-2, 3 | SP-63 25/28-30 317/B-60-SF<br>SP-63 25/28-30 317/B-61-SF | 5000 to 5015<br>5016 to 5048 | 225 | 5300 | 4350 | 10000 | 8000 | 8600 | 10000 | 8650 | 6000 | 4350 | | | | | | | | | | |
| | Allowance for empty and underloaded cars | Less than 40 M's | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| | | 40 M's to 50 M's | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| | | More than 50 M's | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"A"—Atlantic type
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"P"—Pacific type
"F"—2-10-2
"MT"—Mountain

Example:—Consolidation engine having 57-inch drivers, cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

C-57 $\frac{22}{30}$ 187

ASSISTANT SUPERINTENDENT

J. C. GOODFELLOW

TRAINMASTERS

| | |
|---|---|
| G. A. BAYS | Yuma |
| E. E. WHEELER | Phoenix |
| J. J. COWIN | Tucson |
| L. KOCHER | Lordsburg |
| MAX FIEDLER | Globe |

TERMINAL TRAINMASTERS

| | |
|---|---|
| A. F. CORKRAN | Gila |
| H. W. MAXWELL | Phoenix |
| W. L. MORAN | Phoenix |

CHIEF TRAIN DISPATCHER

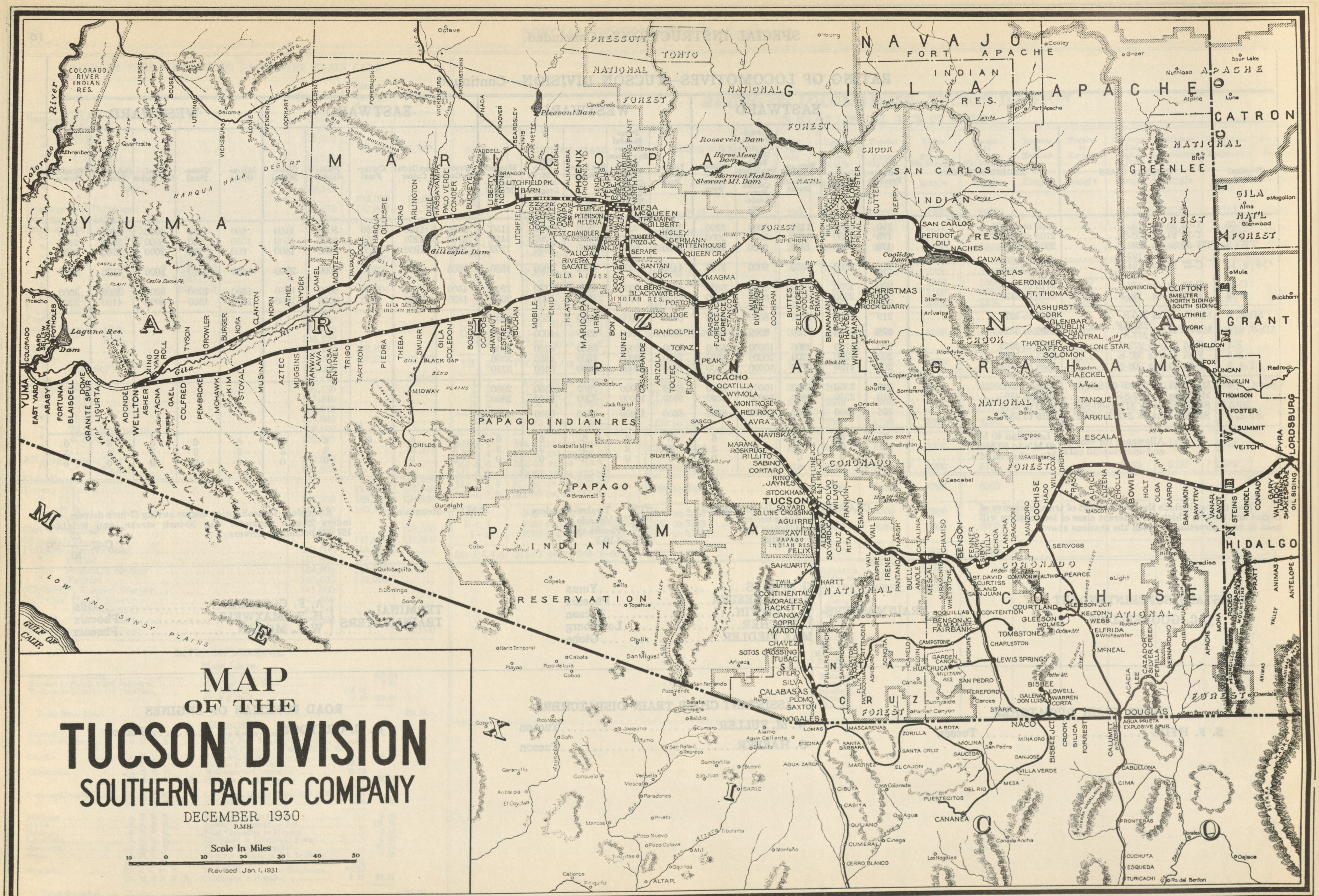
| | |
|---|---|
| S. F. HYDE | Tucson |

ASSISTANT CHIEF TRAIN DISPATCHERS

| | |
|---|---|
| W. M. FULLER | Tucson |
| O. HAEFER | Tucson |

ROAD FOREMAN OF ENGINES

| | |
|---|---|
| G. C. GRAYDON | Tucson |


YUMA
MARICOPA
PINAL
PIMA
GILA
GRAHAM
GREENLEE
COCHISE
SANTA CRUZ
ARIZONA
NEW MEXICO
MEXICO
HIDALGO
GRANT
CATRON
NAVAJO
FORT APACHE INDIAN RES.
SAN CARLOS INDIAN RES.
GILA RIVER INDIAN RES.
PAPAGO INDIAN RES.
PAPAGO INDIAN RESERVATION
COLORADO RIVER INDIAN RES.
TONTO NATIONAL FOREST
PRESCOTT NATIONAL FOREST
CROOK NATIONAL FOREST
CORONADO NATIONAL FOREST
APACHE NATIONAL FOREST
GILA NAT'L FOREST
GULF OF CALIF.
LOW AND SANDY PLAINS
Colorado River
Gila River
Roosevelt Dam
Horse Mesa Dam
Mormon Flat Dam
Stewart Mt. Dam
Coolidge Dam
Gillespie Dam
Pleasant Dam
Laguna Res.
YUMA
EAST YARD
ARABY
FORTUNA
BLAISDELL
DOME
GRANITE SPUR
LIGURTA
ADONDE
WELLTON
ASHER
TACNA
COLFRED
PEMBROKE
MOHAWK
STOVAL
MUSINA
AZTEC
MUGGINS
LAVA
STANWIX
SENTINEL
TRIGO
TARTRON
PIEDRA
THEBA
SMURR
GILA
BLACK GAP
MIDWAY
CHILDS
AJO
MOBILE
ENID
HEATON
MARICOPA
LIRIO
BON
NUNEZ
CASA GRANDE
ARIZOLA
TOLTEC
ELOY
PICACHO
PEAK
OCATILLA
WYMOLA
MONTROSE
RED ROCK
AVRA
NAVISKA
MARANA
ROSKRUGE
RILLITO
SABINO
CORTARO
KINO
JAYNES
STOCKHAM
TUCSON
AGUIRRE
XAVIER
FELIX
SAHUARITA
TWIN BUTTES
CONTINENTAL
MORALES
HACKETT
CANOA
SOPRI
AMADO
CHAVEZ
SOTOS CROSSING
TUBAC
OTERO
SILVA
CALABASAS
PLOMO
SAXTON
NOGALES
VAIL
EMPIRE
IRENE
PANTANO
BUELL
AMOLE
MESCAL
BENSON
FAIRBANK
TOMBSTONE
CHARLESTON
LEWIS SPRINGS
HEREFORD
BISBEE
LOWELL
NACO
DOUGLAS
COCHISE
WILLCOX
BOWIE
STEINS
LORDSBURG
PHOENIX
TEMPE
MESA
CHANDLER
BUCKEYE
LITCHFIELD PK.
GLENDALE
WICKENBURG
FLORENCE
COOLIDGE
RAY
SUPERIOR
MAGMA
WINKELMAN
HAYDEN
CHRISTMAS
GLOBE
MIAMI
SAN CARLOS
PERIDOT
CALVA
BYLAS
GERONIMO
FT. THOMAS
PIMA
THATCHER
SAFFORD
SOLOMON
CLIFTON
DUNCAN
CANANEA
NACOZARI
AGUA PRIETA
CABULLONA
FRONTERAS
CUCHUTA
ESQUEDA
TURICACHI
SANTA CRUZ
SANTA BARBARA
MASCARENAS
ENCINA
LOMAS
ALTAR
SARIC
Scale In Miles
10 0 10 20 30 40 50

# MAP OF THE TUCSON DIVISION

## SOUTHERN PACIFIC COMPANY

DECEMBER 1930
R.M.H.

Revised Jan. 1, 1931